

**125 MX SHOOTOUT: HONDA vs. YAMAHAS**

# **DIRT BIKE**

**FACTORY  
WRENCH:  
TOURING &  
TUNING THE  
TRANS-  
AMA**

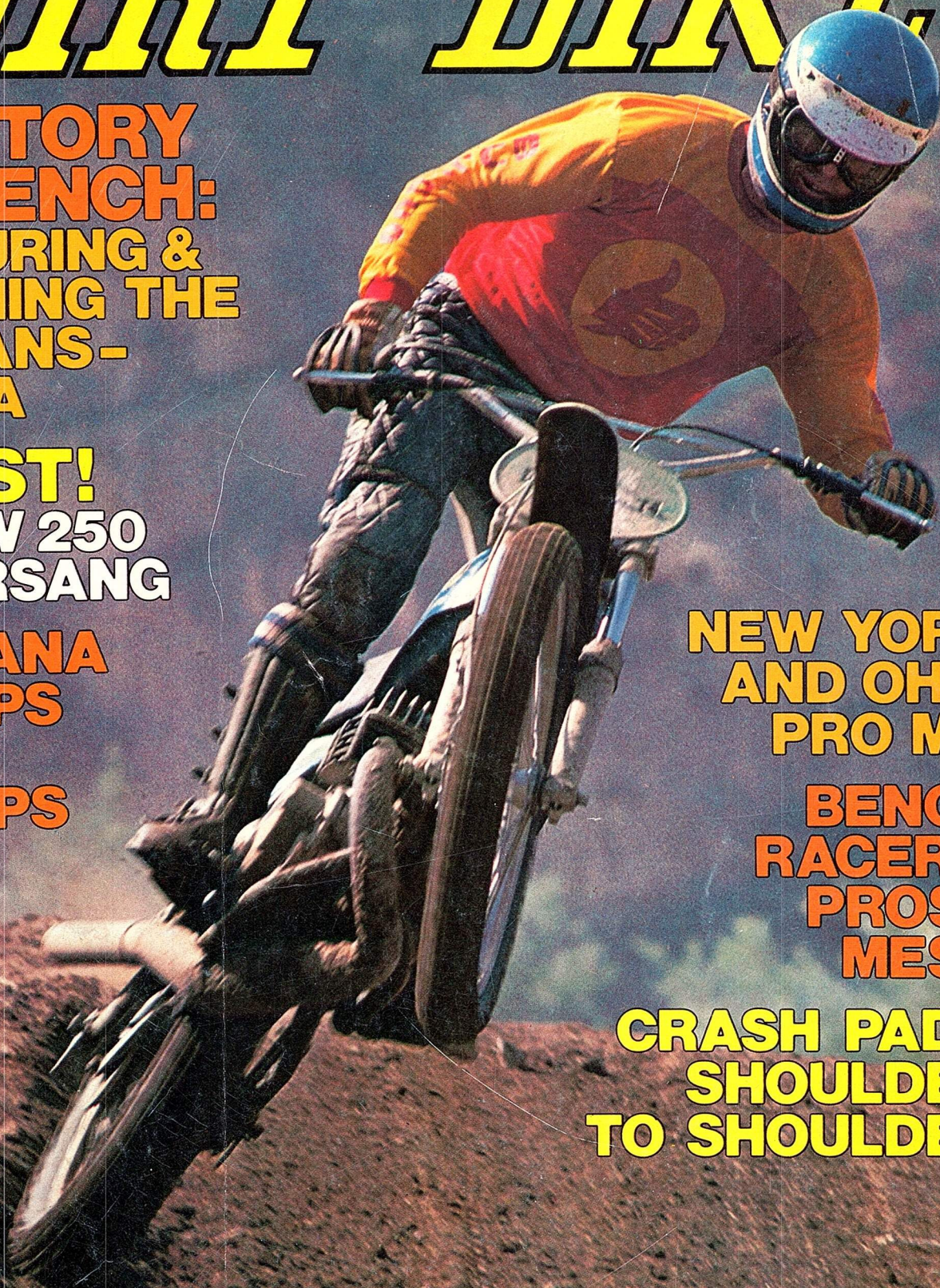
**FIRST!  
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AND  
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**BENCH  
RACERS'  
PROSE  
MESS**

**CRASH PADS  
SHOULDER  
TO SHOULDER**





The first person to ever ride a Hodaka 100 Dirt Squirt<sup>TM</sup> came back giggling about wheelies, jumps, sliding, etc. The second person to ride it was soon to coin the phrase "Fun Hundred." Chances are, if he hadn't, the third rider would have.

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FOR MORE INFORMATION about Hodaka Motorcycles, look in the yellow pages for the Hodaka Dealer in your area...Or send your name and address, plus 25¢ (to cover cost of postage and handling) to the address below and we will send you a copy of the "Hodaka Story" and direct you to your nearest Hodaka expert. Canadians: Gemini Ind., 2525 Stephens St., Vancouver B.C. Australians: Sport and Road Pty., Ltd. P.O. Box 37, S. Melbourne, Australia 3205.

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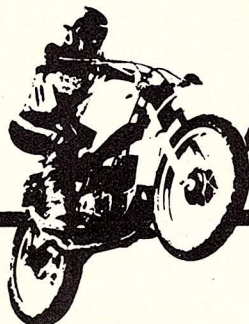
97813



**HODAKA HANDLES**



# DIRT BIKE



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ON THE COVER: Contributing Gassit  
Type, Jim Connolly, doing what  
comes naturally on a Pursang.

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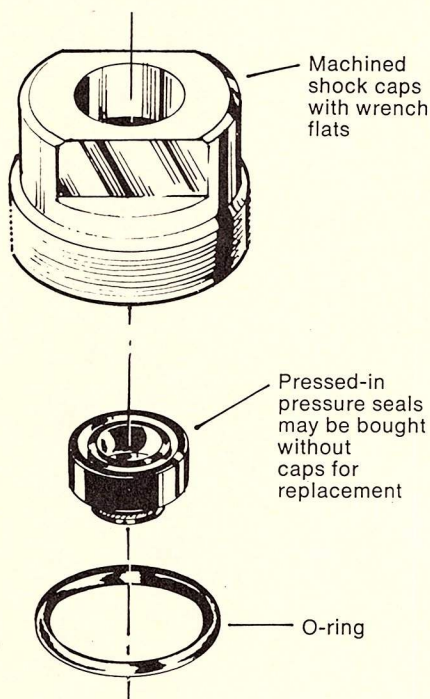
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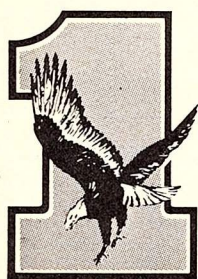
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## CHECKPOINT

by  
**CHET HEYBERGER**



Photograph by Robert Foster

## TRUTH WILL OUT

(or: How I Got To Be the 125 Novice Champion of Puerto Rico)

This past weekend was a bummer. A true IFB. I put in a seriously embarrassing performance in the Dirt Diggers' Grand Prix. You see, I was leading when . . . .

Aw, never mind.

Well, afterwards, I decided it was time for some soul-searching, some race-agression reevaluating, and some truth-telling.

That miserable show I sponsored — I had the flu, see, and it didn't really come on hard until the second lap when . . . . Sorry, I keep lapsing into bench racing.

Anyway, to keep my spirits up, I spent some time remembering the high point of my motocrossing career: this past summer in Puerto Rico. Naturally I retold the story to Cheryl. Since she functions as my conscience, she reminded me that the whole story had never been told, and since I had reported the win in the pages of the magazine, maybe I ought to own up to the readers.

OK, I'm coming clean now. I admit I doctored the tapes, introduced an 18-minute hum in the results column, and otherwise covered up the real story.

What really happened follows.

Glenn Patron invited me to Puerto Rico for nefarious purposes. He's the true villain of the story. I was an innocent bystander. Honest.

When I got there, he and his henchman took away my canteen of genuine L.A. water and forced me

to quench my thirst with Puerto Rican beer and rum. They had me under close guard, out of reach of any pure H<sub>2</sub>O. I had no choice. It was either drink that stuff or suffer extreme dehydration, depriving my body of precious essences necessary to health and well being. What could I do?

Of course my supply of Jack-in-the-Box hamburgers was also cut off. All I had to eat were tasty local dishes. The spicy kind; all of which made me thirsty. You can't imagine how much I suffered.

Then they took me on several tours of the island. Each sortie involved going out in the Caribbean sun. Which depleted bodily fluids.

And then they broke my spirit completely by challenging me to a trail ride. That arduous endeavor maddened me with thirst and destroyed any chance I had of resisting their importunations.

From then on, it was downhill. Literally and figuratively. I had fallen (several times, as a matter of fact).

Patron's machinations and motivations were transparent, but in my weakened condition, I was sodden putty in his hands. It turns out that his ambitions knew no bounds. He had already rallied sports cars all over that end of the world, set new records in trans-Puerto Rican pickup races, and now he wanted to move in

*Cont'd. on page 79*

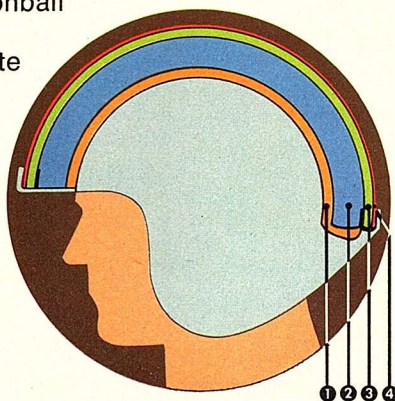




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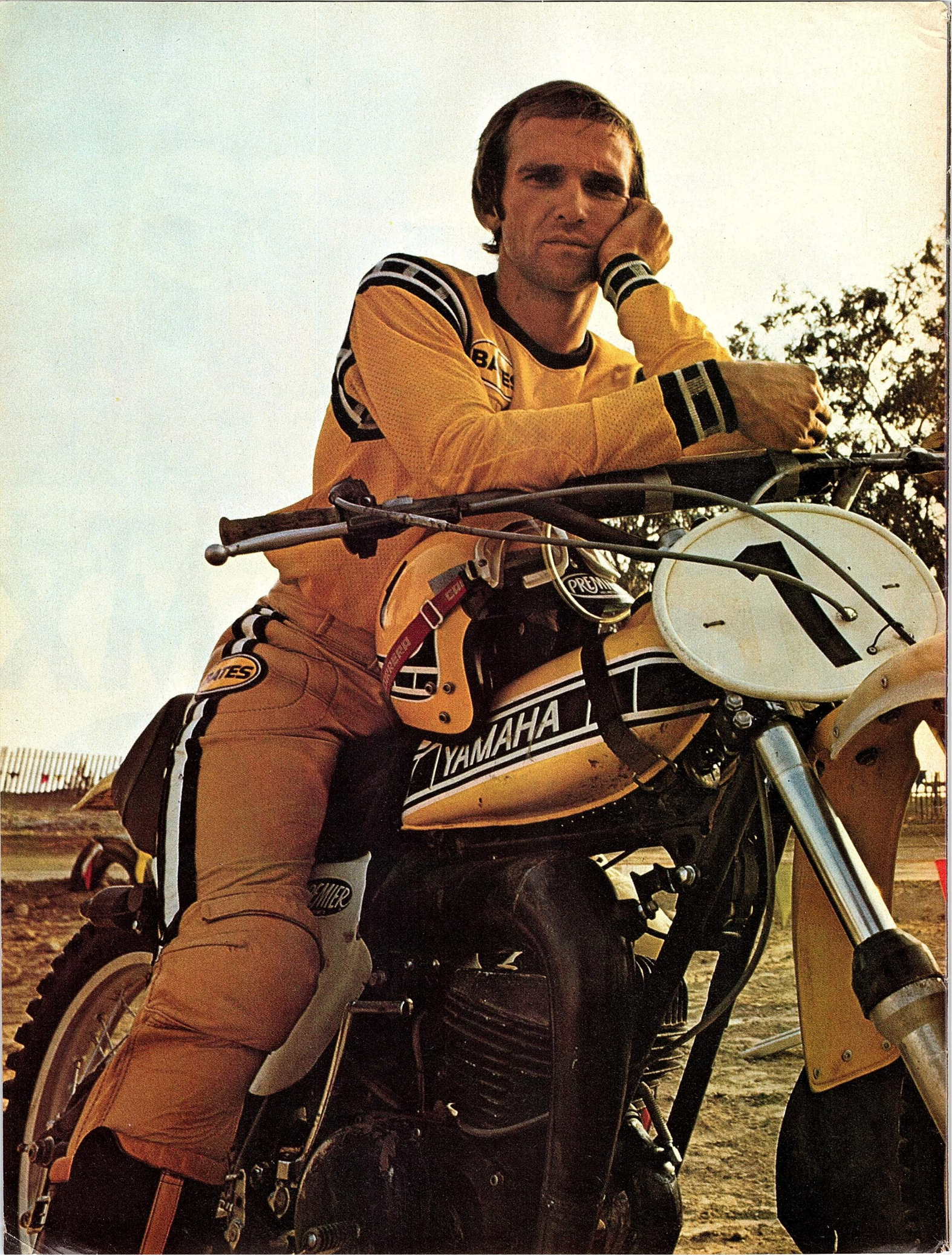


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**"Just when my bike gets good enough to win everything, Yamaha sells it to everyone else."**

Pierre Karsmakers has been riding Yamaha Monocross machines for over a year. Pierre Karsmakers has won a lot of races in that time. And he was not exactly overjoyed when we told him that Monocross suspension was going to be standard equipment on the MX250 and MX400.

"This may cause a temporary setback in my plan to become Motocross Champion of the Universe," he says. "From now on, I'm going to have every fast kid and his brother breathing down my neck. Because I'll tell you something about that Monocross. You don't feel the bumps on those machines. You don't get the uncontrolled sliding and the high-siding. You don't have the wobble. You don't fight the steering. You just go.

"And I'll tell you something else. You put two guys of equal ability up against each other, and the rider on the Yamaha Monocross is going to win.

"I guess all I can do now is make sure there are no other riders of equal ability."



The new Yamaha Monocross MX400.



The new Yamaha Monocross MX250.

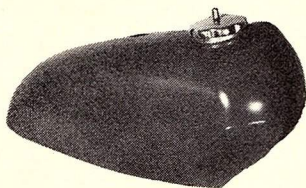
**Someday,  
you'll own a Yamaha.**



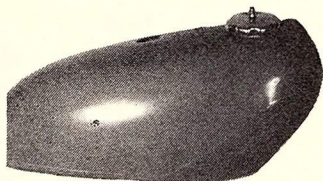
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UNBREAKABLE

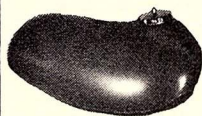
## plastic tanks



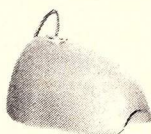
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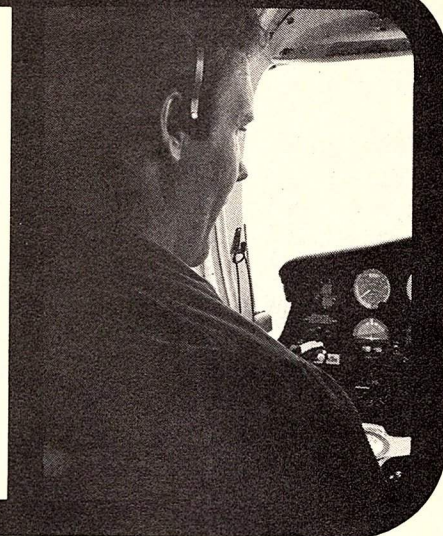
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## ASK THE EXPERT

by  
**PRESTON PETTY**



### HOW TO TALK TO YOUR FATHER

I'm in Grand Junction now with my Dad; great riding land, but I can't use it. In Salt Lake my Mom lets me race, but over here my Dad won't even let me ride unless 200 drivers and three ambulances are around; he thinks it's dangerous (it is, but not that much), and he really has a backwards attitude toward it. He says it takes up a lot of needed oil, it's no fun, you don't exert any energy, it's expensive, bikes do no good, and racing them is useless and dumb. I'm a FREAK about motorcycles. It's really cramping my style. To make things worse, it's such good riding land out here, in fact the best I've seen. The only kind of motorcycle he's seen are choppers and other pieces of trash that ride on the road. He's never even seen a dirt bike and he hates them. He says he will not change his mind; dirt bikes are a bunch of crap that take up energy. HELP!

Chris Worley

Grand Junction, Colorado

Sounds like you are having the same problem with your Dad that I had with mine. My Dad did, and still does, think that motorcycles and motorcycle racing are dangerous and a bad idea. I could never talk him into going for it, but at least he tolerates it (after 19 years). For my Dad, something worthwhile was to grab a stick and try to hit the little white ball around the countryside. Different strokes for different folks! If your Dad is really concerned about saving gas, then certainly he

should ride a motorcycle. He would get three to ten times better miles per gallon. If your Dad has ever gone for a pleasure trip in his car, he should be able to correlate that to your doing the same thing on your motorcycle. If he thinks it doesn't take muscle or physical exertion, then try to get him out to see a motocross and watch the riders at the finish. They are beat. Better yet, if you can get him on a dirt bike and out in the trails, he will soon see how much fun it really is. In racing, you learn the rules and benefits of competition, you learn what works right, and a better way to do things will put you at the top of the heap. This can be learned in other types of competition as well, but due to the mechanized nature of motorcycle racing, and the fact that we all live in a highly mechanized society, the skills you have learned in preparing your motorcycle to operate more efficiently for a race are skills that you can use for a lifetime vocation later on. Unfortunately, football and baseball do not provide one with that type of long-term vocational benefit. After playing football for five or ten years, the best one could do in a follow-on vocation would be to find some better way to design a pigskin. In the motorcycle area, you can become a mechanic who understands the theory and operation of internal combustion engines. You can become a machinist, which is a necessary skill to make engine modifications when you are racing. There is a very wide scope of manufacturing that is a direct follow-on to the skills you have learned in preparing and racing



your motorcycle. It teaches you depth, timing and the benefits of making the right decision at the right time, as well as the consequences of doing the opposite. You hear the old jazz about getting hurt, "It's too dangerous." Yeah, well, if it's too dangerous, it's because you are not doing it right. It's no more dangerous than the man flying the airplane below the mountain tops during a rainstorm. Yet there have been men who have survived 30 and 40 years of doing that every day because they did it correctly. The consequences of not executing a turn properly on a motocross are just as important as those of the man driving his car down a mountain pass and going left on a right-hand turn. He is in trouble. There are a few things in life that you have to do properly, and these are some of them. You might ding yourself up a little bit in motocross racing, but after five years of motocross racing you probably won't be in as bad shape as a five-year veteran in football or a skier who has raced competitively for five years. The consequences of not hitting a turn properly on a motocross course are not any worse than for the skier who overshot a turn and centerpunched a pine tree, yet skiing is not frowned upon by most people in society as being very dangerous. Motocross is not any more dangerous than skiing, plus it sets the groundwork for a lifetime vocation in a variety of mechanical areas. Your parents should be very happy to have a kid who has something he wants to do. The biggest problem with youngsters is trying to give them something that they are really interested in that will be of long-term benefit. If motorcycles are of interest to him, it is very difficult to ask for a better objective than that — that will prove of more benefit to him in the long run. After all, you could be like some of them, out stealing hub caps and taking dope. Let me spend a few minutes of your time and take you through the typical sequences of a youngster wanting to get started in racing. First you get a motorcycle, practice quite a bit, find that you have developed a reasonable level of skill in the control of your motorcycle, and you wish to go out to race and see how your skill tallies against the rest of the people's. You go out to

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## Panther BLACK SHADOW 175



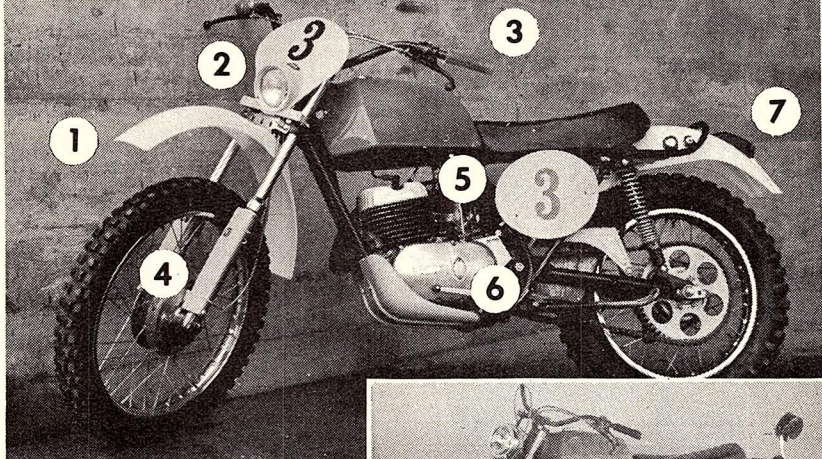
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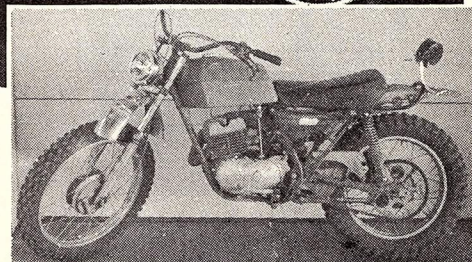
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## BEAUTY...



## and the BEAST



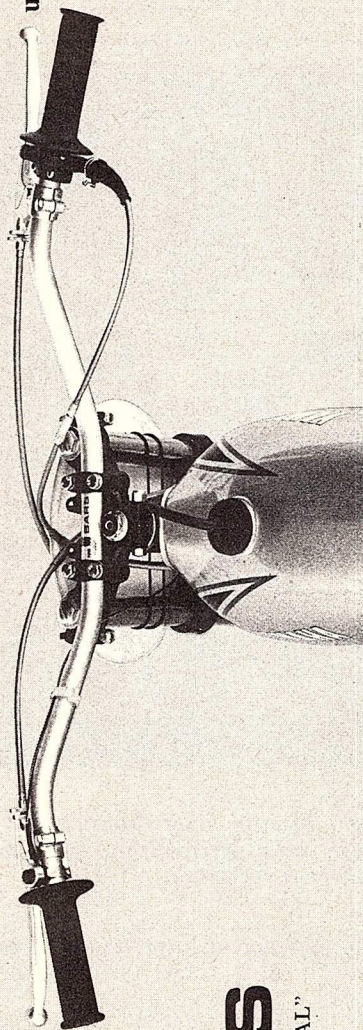
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## BITS and PIECES

by  
CHARLIE KLOPPENBURG



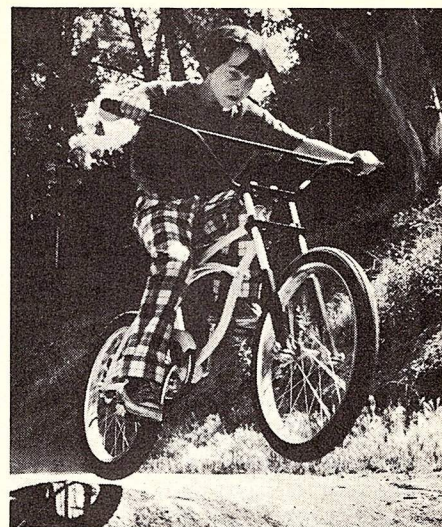
If you're anything like we are then you're always kinda curious as to who is AMA number what. It's also kinda nice to know so that when you go to a big-time motocross you'll know who's who. We're really glad to hear that you would like to know all that stuff, because we have it all listed below.

Remember to take this issue with you to the races. It's just like a program.

1. (125) Marty Smith
1. (250) Gary Jones
1. (Open) Jim Weinert
2. Jim Weinert (when not in open class)
3. Tony DiStefano
4. Steve Stackable
5. Gary Semics
6. Gary Jones (when not in 250 class)
7. Jim Ellis
8. Marty Tripes
9. Mike Hartwig
10. Tim Hart
11. Rich Thorwaldson
12. Marty Smith (when not in 125 class)
84. Bryar Holcomb
14. Billy Grossi
15. Kent Howerton
16. Peter Lamppu
17. Terry Clark
18. Frank Stacy
19. Rex Staten
20. Ken Zahrt
21. Pierre Karsmakers
22. Bob Harris
23. Mark Blackwell
24. Jim Pomeroy
25. Brad Lackey
26. Tony Wynn
27. Ron Pomeroy
28. Bruce McDougal
29. John Franklin
30. Chuck Bower

Pierre Karsmakers, Jim Pomeroy and Brad Lackey were not actually scored by the AMA in these positions, but were given these numbers. Bryar Holcomb, on the other hand, scored 13th but chose to keep his old plate, number 84.

*Cont'd. on page 19*



## FLY RIGHT

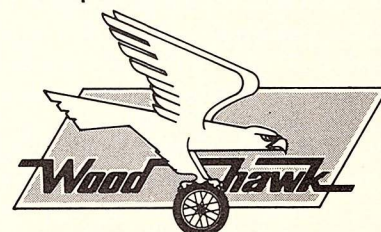
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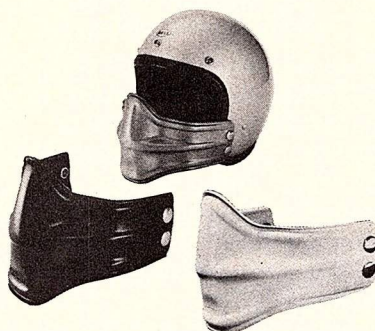
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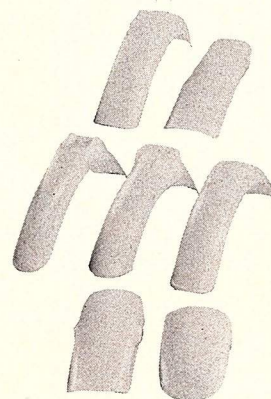
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1145W	Yamaha Monoshock Front Extension	8.95
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## NOTICE:

Pacifico Products are available at all leading motorcycle dealers. If unable to locate what you want, use this coupon.

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Please send the following:

Front mud flap \$1.25, two for \$1.95 \$  
Single back flap @ \$1.50 each \$  
White "works" fenders catalog no. \$

Face fender ☐ White ☐ Silver ☐ Black \$4.95 each \$

Battery Eliminator 6 volt ☐ 12 volt ☐ @ \$19.95 \$

Snuff-or-Not 1 1/8" - 1 1/4" @ 1.95 \$  
1 3/8" - 1 1/2" @ 1.95 \$

Charge for handling \$ 2.00

Check enclosed for total amount \$

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Send 50¢ and get our new 1974 catalog, and a T-shirt iron-on decal.

**Pacifico Battery Eliminator.** This device eliminates the battery, reduces weight (weighs less than 10 ounces) and improves reliability on alternator/rectifier equipped motorcycles. It is not for use with magnetos, energy transfer systems or battery excited alternators. 6 or 12-volt models.

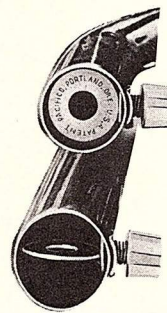
Easy to install. Both sizes, \$19.95 each (suggested retail).



And when you are back on the road...

### Pacifico Snuff-or-Not.

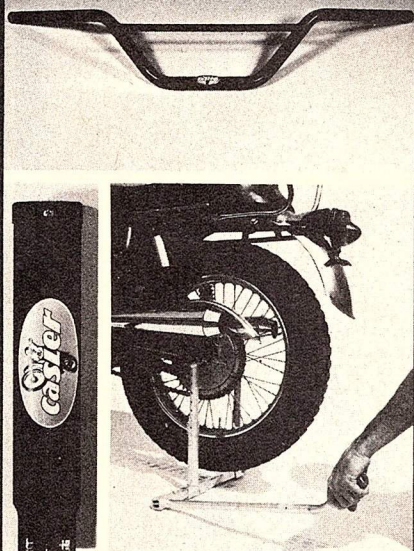
Here's the exhaust control alternative to unmuffled exhaust pipes.



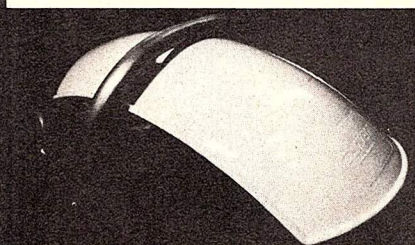
Available in two sizes: one fits 1 1/8" to 1 1/4" pipes and one fits 1 3/8" to 1 1/2" pipes. \$1.95 each.

# PACIFICO

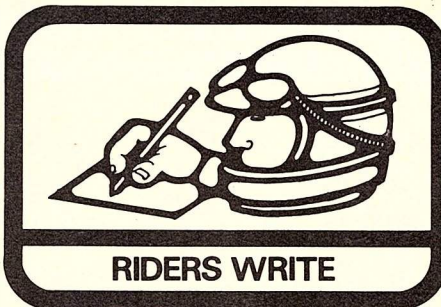




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**WHEN YOUR COOLIE  
BLOWS HIS COOL  
BING! BONG! BUNG!**

Enclosed is the latest information about Rickshaw Motocross in the People's Republic of China. After months of careful investigation, I feel that these figures are an accurate evaluation of current prices which should stay fairly stable — barring another Cultural Revolution.

I have not included the price of owner's manuals such as "The Wong Way to Go Racing," as the prices vary too much from shop to shop and the distributor apparently has given up Rickshaw Motocross to become a professional Ping-Ponger.

I hope these figures will prove useful to both you and your readers.

Dave McKirdy  
North Tower,  
Kowloon Docks  
Hong Kong B.C.C.

Model: Canton MTTR (Mao Tse Tung Replica); Fuel (regulation eight-ounce bowl of noodles): U.S. \$0.30; High Performance Option (bull whip): U.S. \$4.00; Super Quiet Muffler (Jofa full of rice): U.S. \$6.16; Head Gasket (Chinese smoker's cap): U.S. \$0.95; Cooling Fins for Forward Mounted Wongs (iced shark's fin soup, six-ounce bowl): U.S. \$0.47;

The respective prices for the Peking Yin & Yang Super Twin are: U.S. \$0.38, \$2.98, \$6.31, \$1.53 and \$0.38. Please note that the head gasket in this case includes a little red pom-pom attached to the top.

Prices for the Shanghai Plywood Monocoque are: U.S. \$0.21, \$4.23, \$6.04, \$1.27 and \$0.52.

And lastly, the Fukien FMW (that's extended handles for forward mounted wongs): U.S. \$0.17, \$3.80, \$6.16, \$1.20 and \$0.47.

**FINDING OUT WHAT  
WFO MEANS IS AN IFB**  
Here in Australia, no one seems to

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JERSEY**

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DIRT BIKE



know what WFO means. For some time now, I've been asking friends, readers of DIRT BIKE, dealers, even motocross riders, none of whom have been able to offer a satisfactory explanation.

But now, after months of deep and careful thought, I think I have finally worked out what WFO stands for.

**AND I'M SHOCKED.**

James Brown  
New South Wales, Australia

**DICK WHO?**

Who is Dick Miller?  
E. Cano  
El Monte, California

*We give up. We've been trying to tell you who Dick Miller is since this time last year. And that's it. We're not going to tell you anything more. Not another word about Dick Miller in this magazine. Nothing. And now you'll never know. So there. And whatever you do, don't read Motocross Action Magazine.*

**CAUGHT AGAIN**

You idiots. You guys really blew it this time. According to the '74 DIRT BIKE Calendar, Columbus Day falls on the 8th of October. According to all the other calendars in the world, Columbus Day is the 14th!

If such ignorance is allowed to persist, I will be forced to use my '75 DIRT BIKE Calendar to train my new puppy.

Dan Miller  
Lummi Island, Washington

*Miller, if your puppy liked the '74 calendar, he's going to love the '75 version. We can't say any more.*

**READER'S CHALLENGE**

I'm 14 years old and have a '51 Waring blender. It's pretty fast, but it has a lousy powerband. It's like an on/off switch. It also has a one-speed gearbox, so it shifts pretty good. I have it really tricked out with a DT-1 tach on the top and CDI ignition.

I was wondering if I could help the handling by forward-mounting the rubber legs. They don't have any travel right now. I run it on a 10:1 mix of Lady Lee ice cream and Adolph milk. Can I go leaner?

Milkshake Mike Sherman  
Manhattan Beach, California

P.S.: Anybody with a General Electric wanna race?

*Yes, forward mounting of the legs will give the machine a firmer base, letting the revs build up without losing any efficiency to engine vibration. And travel is the last thing you want in one of these devices. And for your second question: Yes, you can go leaner, but not if you use the machine a lot. By the way, the Great Yellow DIRT BIKE 16-Speed Osterizer (GYDB16-SO) would suck that Waring right up its ice crusher.*

**WEGNER STRIKES AGAIN**

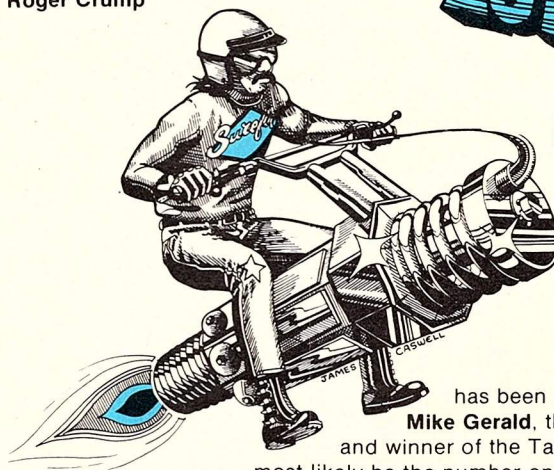
Enclosed please find a copy of a slide I took in Naples. The old man in the photo was selling slides and tourist maps.

R.L. Hauk, Jr.  
Ft. Worth, Texas



# Six Port Reed Valve ONE WAY \* COMPRESSION RELEASE

Mike Gerald  
Roger Crump



# TOTALLY NEW

Stuart Smith  
Guy McClure

The new Sure Fire six port compression release has been race tested by these winners. **Mike Gerald**, the Sante Fe Track champion, and winner of the Taladaga Short Track. Mike will most likely be the number one short tracker again in 1974. **Roger Crump**, Daytona Expert-Junior Short Track winner. **Guy McClure**, Daytona Junior-Novice Short Track winner. **Stuart Smith**, Daytona Novice Short Track winner. These riders are winners.\* They have proven the performance efficiency of the Sure Fire six port compression release. They say it's the very best they have ever used. **Give it a try—get it on—be a winner.**

\*It's also used by most of the guys they beat.

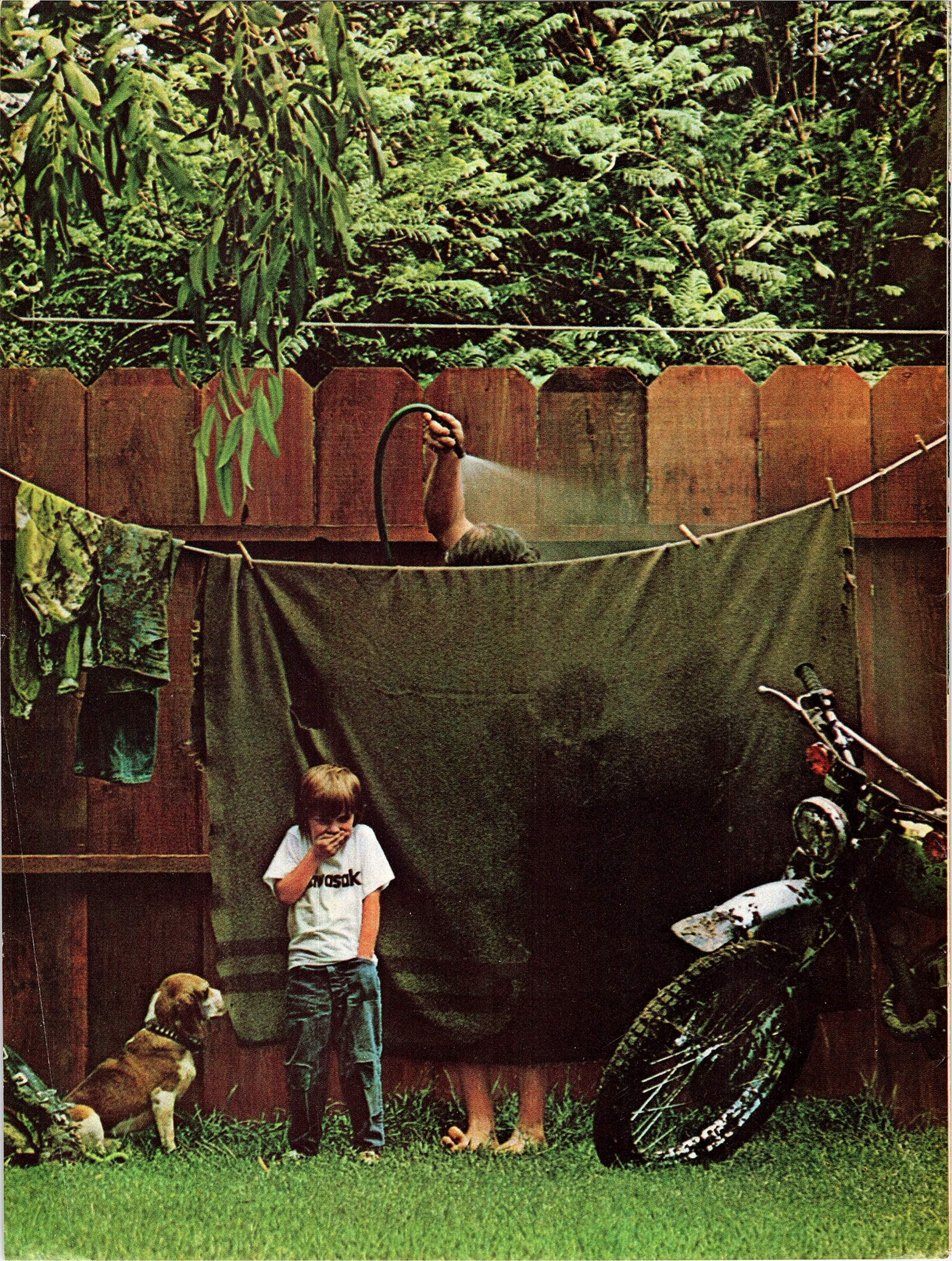
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800-438-5821**



Manufactured By

**Sure Fire Distributing Company**  
42 South Spruce Street  
Asheville, N. C. 28801









## MOST ADULTS

I know don't like mud. Or think they don't. Maybe it's because, when they were kids, their parents always said, "Stay out of the mud!"

And if you came home muddy, it was a crime against the universe. That's how it was with me. Just like the next guy, I learned that mud is bad, and nice people stay clean unless they're grubbing around the garden or something.

Then I bought a motorcycle. A Kawasaki enduro. What I had in mind was to have a little fun riding around the boondocks. And for the first couple of week-ends I stayed on the hard and narrow path. The bike was peppy, easy to handle, and I felt good riding it.

But my third time out, it had rained the night before. And there it was confronting me. Lots and lots of mud.

At first I kind of crept through it and got a little splattered, and then I thought, "What the hell," and opened up the throttle and, man, did I go. I roared through every mudhole I could find. And before long I was a flying mudball, Mr. Muddy. But instead of feeling dirty, I felt absolutely clean. My bike must have felt clean too, because it zipped along without one sputtering complaint.

Washing off the mud at home was like washing off the best time I had had in years. I hope next Friday it rains again. Really hard.

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Good times include riding safely. We recommend wearing a helmet and eye protection, keeping lights on and checking local laws before you ride. See Yellow Pages for nearest Kawasaki dealer. Member Motorcycle Industry Council.



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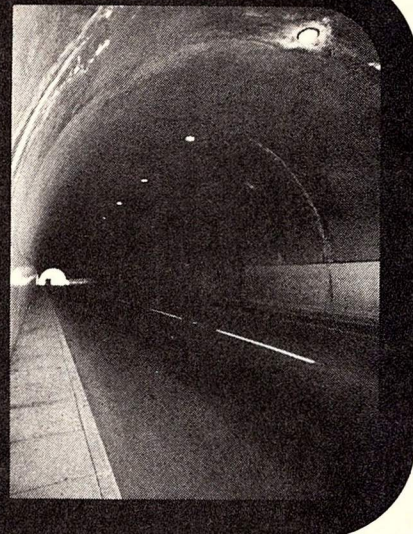
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# TUNNEL VISION

by  
**LEN WEED**



Who knows what tainted thoughts lurk in the minds of man? The Tunnel do. Join this column monthly for a candid peer at controversial happenings within the realm of getting dirty for pleasure and profit. Tunnelvision is presented to spread pain and misery throughout the industry, and maybe some insight too.

Of course you've been lying awake nights wondering why the U.S. had no B Team for Silver Vase competition last year. Silver Vase? You know, ISDT. Riding around in the woods and motocrossing for clocks amidst rampant chicanery or even outright (gasp) cheating. Wasn't Rokon supposed to carry the colors with their Yank-starters? Didn't Rokon finish second in manufacturer team standings during qualifying?

Been puzzling why Billy Uhl, who tied for first in the Two Day Qualifiers (along with Carl Cranke and Jack Penton) wasn't on the prestigious Trophy Team? Or the Silver Vase A Team or even the mysterious Vase B Team? Isn't that the same Billy Uhl who won a Gold Medal on the Penton Trophy Team last year, outscoring all his teammates? The same Billy Uhl who's ridden every ISDT since 1969 when he became the youngest rider ever to win a Gold? How come not even one of the Husky riders who won it all in Vase A competition in 1973 could "make" the 1974 Trophy Team? What about the rumors that Penton, who had no use for Billy Uhl this year on the Trophy Team, also politicked to get Rokon dropped? What's going on with these 1200 miles in a week types? Does America field the strongest possible team? Just how do the teams get picked?

What really happened to Rokon? Why did Billy Uhl have to ride his Can-Am on a club team? Discombobulate no longer. The Tunnel knows.

"It was just an unfortunate situation" is the way Mike DiPrete, Competition Manager at Rokon, phrased it. Rokon was informed that there would be no room at the inn for them in Italy for the 49th ISDT last September. This meant that Jim Hollander, Jim Simmons, Jim Fogel, Gary Snider and Dave Mungenast were suddenly out of a sponsored trip to paparazzi land. It also meant that the New Hampshire manufacturing outfit was deprived of displaying their product, hopefully doing OK and advertising something like: Ride an ISDT Rokon and leave the shifting to us.

DiPrete indicated that the AMA is aware that they need some rules changes for selecting the competing teams. The AMA is investigating qualification changes. The six Two Day Qualifiers score riders individually. Gold Medal winners from the previous years are automatically qualified, provided they ride two qualifiers. Yet it is teams, either manufacturers or clubs, that ride the event.

Two members of the cancelled Vase B Team did compete on their own on Rokons without official backing. Jim Hollander who had qualified individually rode for the Maywood Mustangs Club Team and took a Silver Medal. Dave Mungenast rode for Canada and took a Bronze, the only medal earned by the team.

Jim Nidiffer, Amateur Activities



Manager for the AMA, confirmed that his organization had sent a letter to Rokon designating them as the Vase B Team. He also said that Rokon was aware of the stipulation that each team member had to qualify among the top 30. This was a verbal understanding. Prior to designation of the teams, the AMA had written to the organizers of the 49th ISDT, the FMI (Italy), requesting 40 positions for the American entry. The AMA assumed they would be cut to 30 and they planned accordingly.

Italy, as the host country, had the world by the knobbies. The host can do almost anything he wants short of switching bikes in the Parc Ferme in front of an audience. FIM (Europe's governing body) rules set a maximum of 300 entrants with a formula for exceeding that maximum. The home team can send up to 50-percent more riders than the largest foreign team.

Meanwhile back in the States, qualifying continued and only Jim Hollander of the selected Rokon quartet finished in the top 30. AMA Director of Competition Bill Boyce was informed in Rome that the U.S. number would be 30. Nidiffer immediately petitioned the Italian federation for a total of 36 riders. The purpose was inclusion of the Rokon Vase B Team which hadn't qualified in the top 30. Feedback indicated this was likely because entries from other nations were down. So much for feedback.

Along came the August 15th deadline and the U.S. was informed they had 28 entries. This led to some more shuffling and ended any hopes of fielding the Vase B Team.

Nidiffer stated that the goal of the AMA was to field teams with the best riders, regardless of the make of machine. He indicated that it was a long-range goal and that it would probably require \$300,000 a year. The current arrangement of designating a petitioning manufacturer who selects his own Trophy or Vase Team, subject only to qualification of riders, is supposedly the only economically feasible arrangement possible today. The manufacturers are willing to foot the tab because of the promotional considerations of having an all-Penton or Husky or Rokon team.

Thus Penton isn't going to place Billy Uhl (Can-Am) on the team they're picking up the tab for. So

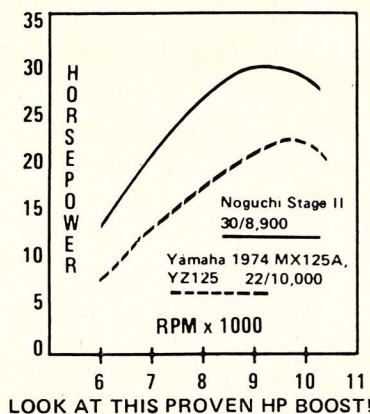
*Cont'd. on page 19*



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CYCLE NEWS



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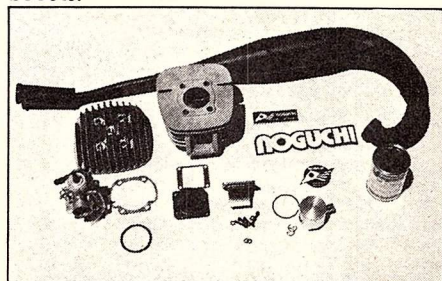
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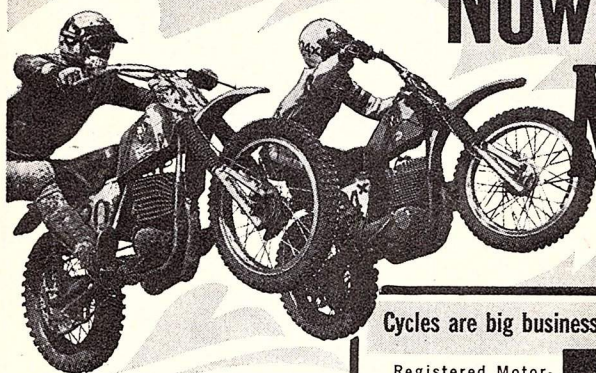
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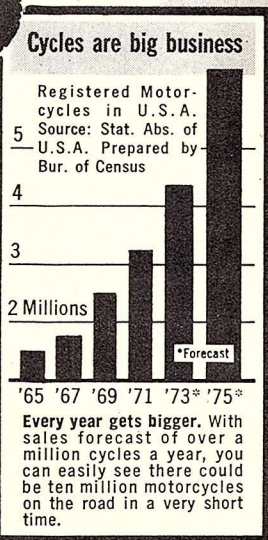


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## Motorcycle Boom Means Big Profits for Repairmen

Cycles are big business... and so is fixing them! There are more than 3 million motorcycles registered in the U.S. today. Plus an estimated 3 million more dirt bikes. But, there are fewer than 10,000 motorcycle mechanics available to repair them. (Imagine only one mechanic for every 600 cycles!) No wonder career opportunities are so great for the skilled repairman. And they're getting better every day! The door is open to you now. Rush coupon for FREE "Motorcycle Mechanic Career Kit."



## Motorcycle Shops Need Qualified Mechanics

Has your bike ever been out of action waiting for needed repairs? It happens to almost everyone! It seems motorcycle shops just can't keep enough mechanics on hand to take care of everyone. Wherever you go all over this country, you'll find motorcycle shops looking for qualified mechanics... and they pay good money too!

## Million New Cyclists

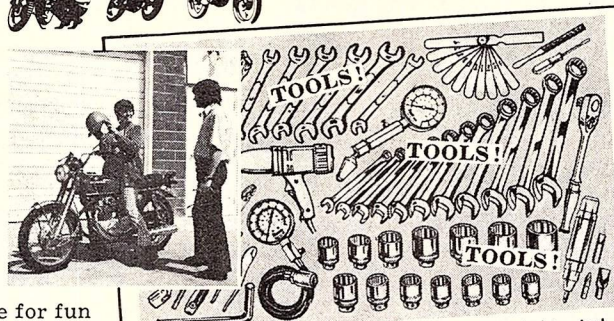
Motorcycle sales are going through the roof! The estimate of a million new motorcycles bought this year is probably low—and now with gasoline shortages and higher prices, you can just imagine how many people are going to be switching from automobiles to motorcycles for their regular transportation... not to mention the thousands upon thousands of new dirt bike riders who are discovering the thrills of this action-packed sport.

## More Girls—More Bikes Each Year

If you've been riding your bike for fun the past few years, you can see for yourself that more and more girls are taking up the sport. And this means more bikes every year... and a bigger demand for motorcycle mechanics. So get in on the action... get in on the fun—start making good money as a motorcycle mechanic. Rush the coupon today for free "Career Kit."

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It's easy to get started once you qualify as a motorcycle mechanic. Just let your friends and neighbors know you're ready to repair cycles in spare time—or if you'd rather, get a full time job at a motorcycle shop or dealer.

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## BITS & PIECES

Cont'd. from page 10

"I did it!! I did it!! I got it to stand up."

"Well, take a picture of it, you idiot."


"Oh. Oh, yeah."

"Snick," said the camera.

"Whew, just in time."

That's right; for an hour and a half we tried to get this damn clip to stand upright so we could take a few shots of it. Finally we got it



right. All just for you. We could have laid it down and you probably wouldn't have noticed the difference. We strive for perfection and will stop at nothing less — unless, of course, we get lazy. You really sharp turkeys will notice right away that the "Koni clip" is sitting on top of the famous Indian Dunes picnic bench. Nobody in their right mind would have a picnic on *that* table, but it's pretty good for sitting on or throwing junk on top of. Oh yeah, the clip. Well, it's supposed to become standard equipment on all Koni shocks. Thrilled, aren't you? 

## TUNNEL VISION from page 17

why not let Can-Am pick up Uhl's share of the tab? Penton saves some money, Can-Am's happy because they're on the Trophy Team and the U.S. gets a stronger team. Just suppose the U.S. knocked off the Czechs with three Pentons, two Huskys and a Can-Am. Then three manufacturers could advertise an ISDT Trophy Team Championship instead of one manufacturer advertising a fourth place.

The AMA would like to send the top 30 or whatever riders. Top six on the Trophy Team, next four on the Vase A and right down the line. The question arises of just who the best six are, though. The AMA would probably use a numerical points system. This still wouldn't necessarily produce the six best riders. We spoke to Malcolm Smith about the team

Cont'd. on page 82

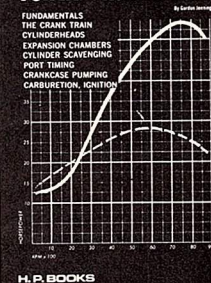
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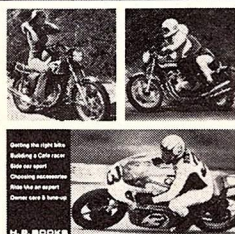
Please make your selections on this coupon. Send it with check or money order and see for yourself. **Satisfaction guaranteed or your money back.** Honest.

## Two-stroke TUNER'S HANDBOOK



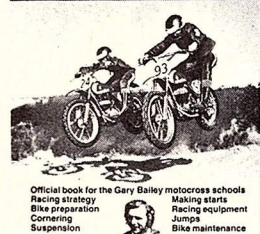
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## Street Bike Fun



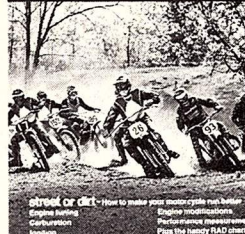
**Uncommon sense by Bob Jackson.** Fun and safety on street bikes, cafe racers and side hacks. If you ride a street bike, you owe yourself this book. **NEW.** \$5.95

## How to win MOTOCROSS



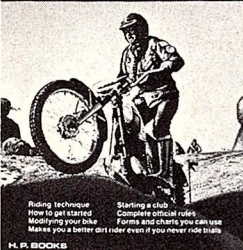
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## How to ride OBSERVED TRIALS



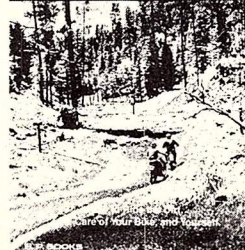
**How to ride the tough stuff,** set up your bike for trials, lay out sections, score, start a club. Have fun and ride better. \$5.95

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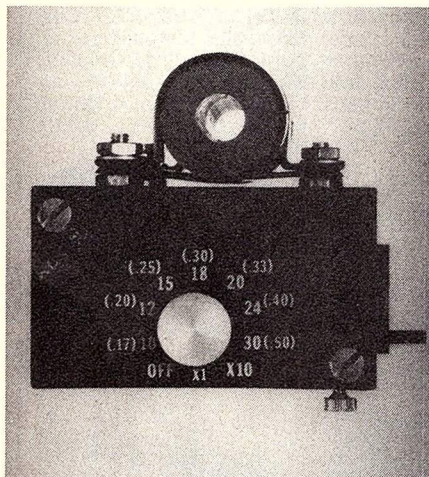
Enclosed is \$\_\_\_\_ (Add 50¢ per book for shipping)

no COD's Remit in U.S. \$ ☐ Money Order ☐ Check



# NEW PRODUCTS

*Pertinent information about this feature: If you order something you saw here and you neglect to mention DIRT BIKE Magazine, the Post Office will catch you, put you in one of those big bags and mail you to Newberg, Oregon, where you'll be encased in plastic and sealed in a time capsule due to open in 2835 A.D. So there.*



## ENDUROING DEVICE

Enduro Pacer reads out directly in timed mileage. Just a glance at your Pacer tells you where you should be, and your odometer tells you where you are. Seems very simple. Let's see, where were we? Oh yes, with the master control switch (jazzy name, huh!), you simply dial in the speed average for each section. Runs on four "AA" penlite cells. Completely shock mounted with three nylon cable clamps and rubber shock mount tubing. Shocking! Only \$98.50 FOB Houston. Available from Cycle-Tech, 9002 Marinette, Dept. DB, Houston, Texas 77036.



## SLICK STUFF

Looking for the highest film strength of any two-cycle lubricant in the industry? Bel-Ray says that they've got it. It's used by many major factory racing teams and is designed to mix at a higher gas to oil ratio for optimum performance. We're using it in our test Bultaco at approximately 56:1. They say it's not necessary to flush carb or engine

when changing to MC-1, just drain the tank. Or try their fork oil with "Seal-Swell," they say Roger uses it as well. Seriously, would Roger use anything that wasn't super? Available wherever *hot stuff* is sold. For further info, contact Bel-Ray Co. Inc., Thermalene Div., Dept. DB, P.O. Box 526, Farmingdale, New Jersey 07727.



## ASK BIG AL

We had the opportunity to rap with this lovely lady racer from New England while she was eyeballing a local MX event on the coast. Big Al sez: "Team Knobby Balls T-shirts help make me go WFO." So take a tip from Big Al. Go WFO to the nearest post office and order the

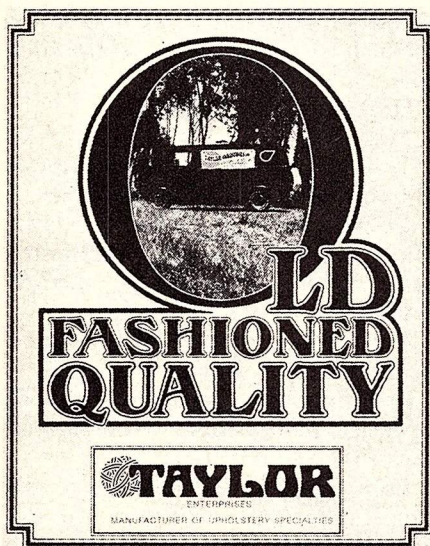
latest creation from the freaks at Lunatic Fringe Associates, Dept. DB, P.O. Box 244., Old Greenwich, Connecticut 06870. They're available in all sizes for a mere \$3.75 in white and \$4.75 in red, gold or blue with black imprint. Both sides for a dollar more.





### BE A POMEROY REPLIC

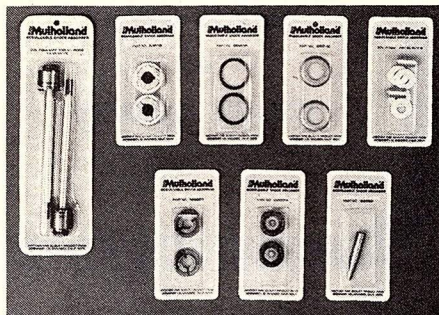
If you're goin' to be doin' some heavy-duty jammin', you've gotta have all the trick stuff. With this complete git-up from Miura Products you'll not only be protected, but you'll be one of the spiffiest looking guys on the course. Why, you might even be mistaken for Jimmy. Heckel's unique P.V.C. boot with articulated ankle movement is guaranteed. Leathers have plastic knee and shin protection, Velcro-closed back pocket and leg openings, and an all-new type of leather that is water resistant. Available through all Bultaco/Miura Products dealers.



### OLDIE BUT GOODIE

Gettin' ready to fix up your van or mini-truck? You aren't? Well, you would be if your eyes had a chance to roll through the catalog from Taylor Industries. Old-fashioned quality and personal service is something hard to find nowadays. It's available at Taylors, so they say. Just about everything you need to

sharpen up your wheels, inside or out, is in the book. Check this out. The Taylor seat has a chrome moly frame, interlocking nylon mesh suspension and genuine Naugahyde cover. Each seat is individually "taylored" after order. Send \$1 for catalog to Taylor Industries, 7642 Clairemont Mesa Blvd., Dept. DB, San Diego, California 92111.



### REBUILDABLE, REUSABLE, AND THEN REBUILDABLE

Now that's the way to sell shocks. These same parts have been hanging in most all of the shops we've walked into lately. You can repair and/or tune compression and rebound dampening characteristics to suit your personal needs. Rod assemblies in light, medium and hard dampening, seal nut assemblies, O-rings, rod guides, bullet head seal saver tool and compression valve assemblies are probably hanging on your dealer's wall right now. For additional poop, contact Interpart Corp., 100 Oregon St., Dept. DB, El Segundo, California 90245.



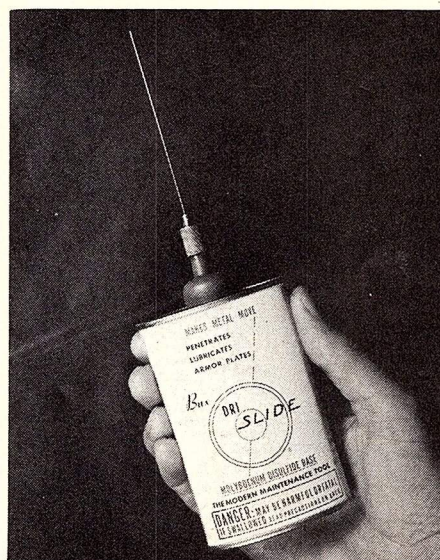
### SNOW JOB

Don't let a little snow stop you. Get it on! Go out there and slide around a little! A Super Cycle conversion kit will give you lots'a traction in snow, mud, sand or cat paste. Just bolt it on. Comes complete with disc brake and all mounting hardware for \$449.95. Contact Snow-King Ent., Inc., Dept. DB, 2621 Eastlake Ave. East, Seattle, Washington 98102.



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### SLICK DRY STUFF

This is the setup for lubing cables 'n' stuff. Drop some on the end of your cable wire and in a few moments it'll run around the strands all the way to the other end. Slick? You bet. Slicker than deer guts on a door knob! Molybdenum disulfide base with an evaporating carrier. It works. You'll find it in shops stocked by people who know, or you can order it from Dri-Slide, Inc., Dept. DB, Industrial Park, Fremont, Michigan 49412.





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## HOLE SHOT

by  
**CHRIS BUNCH**



This column is available to anyone — racer, trail rider, factory rep — or anybody else with something that they feel may in some way help our sport or be of interest to our readers. Hole Shot will depend upon your response, so the next time you feel like sounding off — do it to us.

This month's out spokesman has had extensive experience with Triumph Bonneville's, panheads, knuckleheads, jungle motocross, fear, surviving combat while avoiding sobriety, loathing, rendezvousing with obscure vintage light bulbs and numerous other clandestine activities too numerous to mention here. As a former Associate Editor of DIRT BIKE and current Editor of CHOPPERS Magazine he is pre-eminently qualified to comment on almost anything, which he does every chance he gets.

"ALL MY TRIALS, LORD,  
 SOON BE OVER"

—post Civil War  
 black religious song.

Observed trials, they say, is gonna be the very next thing.

So they say.

So they say.

Along with Donovan's electrical bananas.

The theory is simple. All of us will suddenly discover, in a burst of (very slow) lightning, how neat it is to go thunking along, up log and down hill.

So they say, so they say.

Now, this isn't purely a case of manufacturers and bike magazines looking around for something new to hype.

Although, of course, that's part of it.

There's a good reason for looking

at observed trials.

Because most forms of dirt riding are going to be very close to extinct within the next three or four years.

Blanch if you want. But:

Smog devices are required on all bikes manufactured after January 1, 1976. Probably there will, eventually, be an exemption for competition-only motorcycles. But not yet.

As of this writing no one has announced any manner of de-smogging a two-stroke engine. Even if one is developed, it'll probably be an add-on device and, consequently, add a lot of unneeded weight to a bike.

Start with those two ideas.

Add these:

The fight against noise pollution is still floundering. So-called "silenced" bikes have merely had their exhaust roar reduced from eardrum-shattering to merely mind-shattering.

The result, of course, is continued land closure. It will get worse.

As public and open land is closed, more and more people will be forced onto the motorcycle parks.

Pretty soon you'll be waiting two hours in line outside a park. Inside, you'll pay your bucks for a chance to elbow through two million people, all trying for a single line on each turn.

Great fun.

Maybe an alternate could be speedway racing? Ho. Ho. There are very few of us skilled (read aberrant, weird or just plain nuts) enough to go skating around an eighth-mile circle on a bike with no brakes and

Cont'd. on page 26

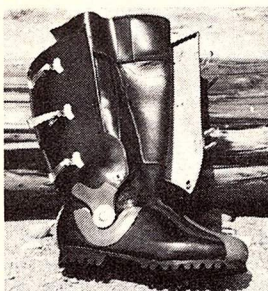


## FOR THE RIDER

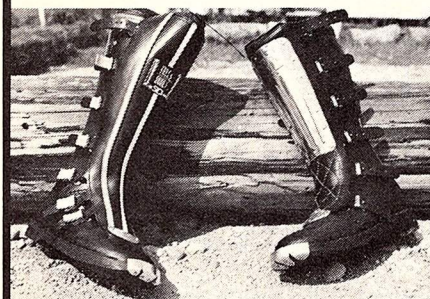


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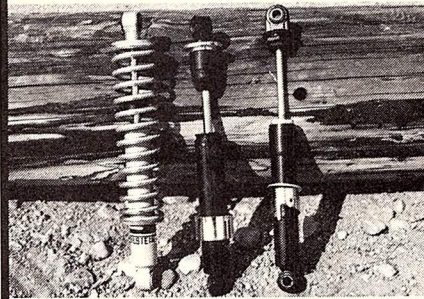
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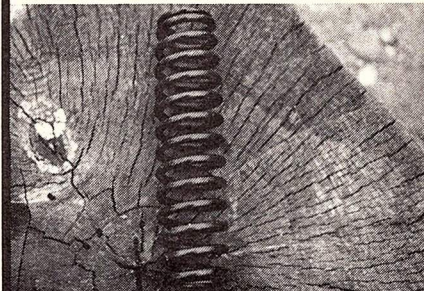
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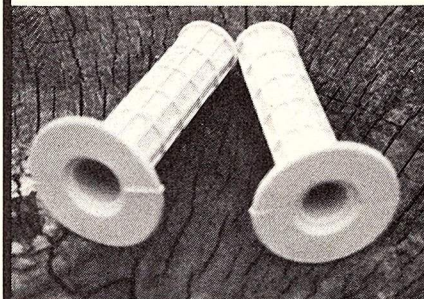
## FOR THE BIKE



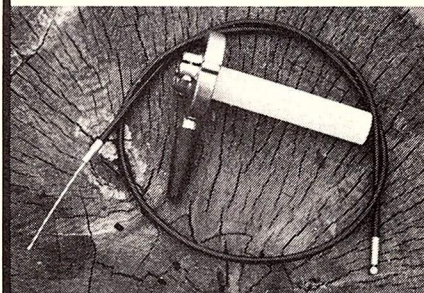
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by mark shader

Exciting game for ages 9-16 plus. Accommodates from 2 to 6 players. Form 2 teams—American and European. Roll the dice to advance. Avoid the penalty and disqualifying blocks and first one in wins that Moto.

Hours of fun... designed by young So-Cal Moto-X star, Mark Shader.

Comes in an envelope with large (17¼" x 17¼") colorful, foldout playing field—6 pawns—one dice.

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## DG'S NEW SHOCK LAY-DOWN KIT

New! Fits most bikes (specify make and model with order). DG's racing team and PRO-FAB have developed this kit to improve handling by allowing more swing arm travel. 3-way adjustable to rider's preference. Kit includes: Complete Swing Arm Assembly (of chromoly) with Bronze Bushings, and a Top Assembly Mounting Bracket.

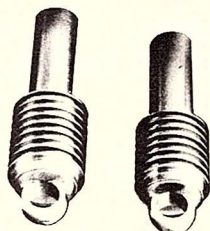
**\$109.95** (welding required on top bracket).

## The New BOGE Shock

Now available from DG

**\$47.50/pair**

KONI Shocks also available



## The DG SHOCK COOLER

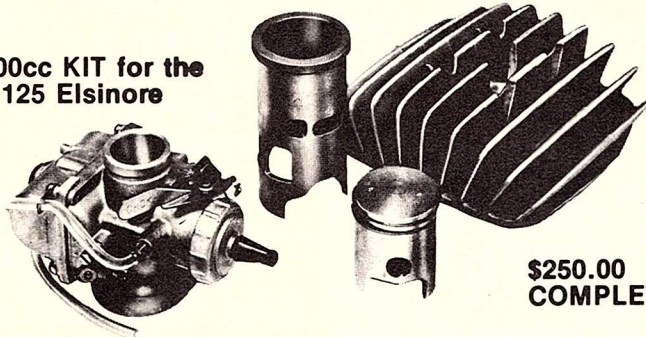
For 11.9 and 12.9 KONI'S. Aluminum fins help dissipate heat. Counter-bored for more fluid capacity, increased cooling. (Specify 11.9 or 12.9 when ordering)

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## Also, TWIN-AIR Foam Filters

The type used by Heikki Mikkola and other international riders at the Carlsbad GP. (State make and model of bike)

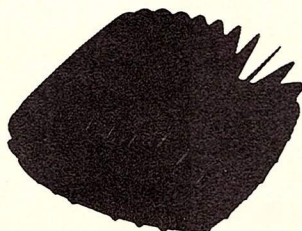
## DG's 100cc KIT for the Honda 125 Elsinore



**\$250.00 COMPLETE**

First time out with this kit, DG won the National 100cc Class NMA at Saddleback Park, Orange, California (Aug. 23, 24, 25). This is a totally new concept by DG; eliminates the need to install a reed. Reduces Honda 125 to 100cc class. Consists of: Radial Head, MIKUNI Carb, Cylinder Liner, Piston, Rings, and Gasket.

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PRICING: Due to extreme fluctuations in material costs, all prices are subject to change without notice. DG can be contacted at (714) 639-7020 to verify prices prior to ordering.

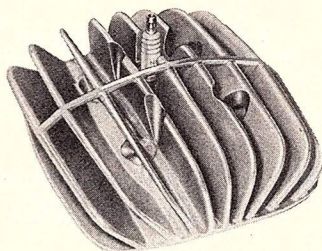


# DG Has It!



All DG Performance Products are race-tested by our own racing team.

## The Cool One



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Also: Kawasaki, Yamaha, Suzuki (specify make).

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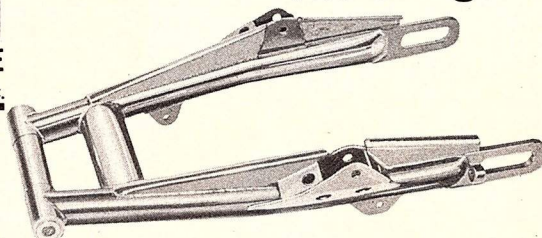
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**TOP KIT** (bracket and jig) for moving shock forward at top location. No frame cutting required.

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◆ Orders under \$5.00 add \$1.00 handling.

◆ California only add 6% sales tax.

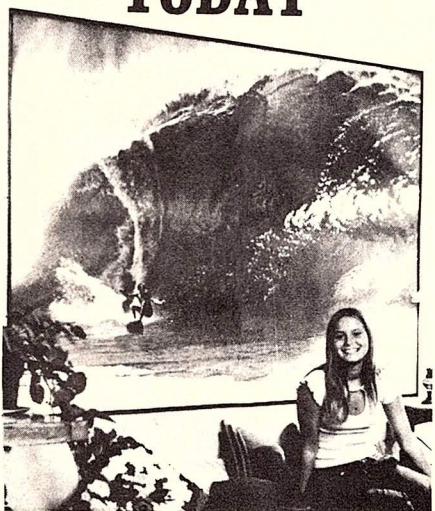
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**HOLESHOT** *Cont'd. from page 22*  
steering geometry that guarantees the bike is unstable unless it's going sideways.

But observed trials. Looks easy. Looks fun. Looks like the next big thing.

Wanna bet?

First of all, observed trials is probably one of the hardest forms of motorcycle competition around. It may look easy to go slow. But it isn't.

Want a simple example? Malcolm Smith's classic up-the-hill-down-the-hill - and - stop - and - sit - with - feet - on - the - pegs - in "On Any Sunday." Can you do that?

I surely can't.

Yet, to a skilled trials rider, that's simple. How do you practice? One trials type has recommended putting your front wheel on a curb, your rear wheel in the gutter and riding along for half a block or so. Teaches you balance, and all that.

Or you could go out in the back yard, and ride over your barbecue pit...

Secondly, are the courses themselves. In my own klutzy fashion, I can manage to ride around a motocross course. Of course, I'm getting lapped by every child over the age of seven on a mini bike (truly inept, there). But at least I can go around it.

What about a serious trials course? "OK, now. You ride down this 90-degree embankment, across these boulders, across this three-foot creek with vertical banks, go back up that 70-degree embankment on the other side, turn around halfway up, come back down, and cross that five-foot log at the bottom. Then..."

Say what?

"Thanks. I'm gonna go lie under this truck and catch grease drippings on my nose for the rest of the afternoon."

Another problem is the nature of a trials bike. It is a very specially set up machine. First, second and third gears are normally super-close together. The flywheel weighs about a quarter of a ton for low end grunt. You use a 96-tooth rear sprocket. The forks are set up pretty close to vertical, with 22 inches of travel.

Just the thing to ride down to the corner grocery for a loaf of bread.

That's the catch. Fireroading can be done on your good ol' street machine. Enduro riding can be done successfully on your good ol' go-to-

*Cont'd. on page 75*

# Suzuki

## ACCESSORY GUIDE

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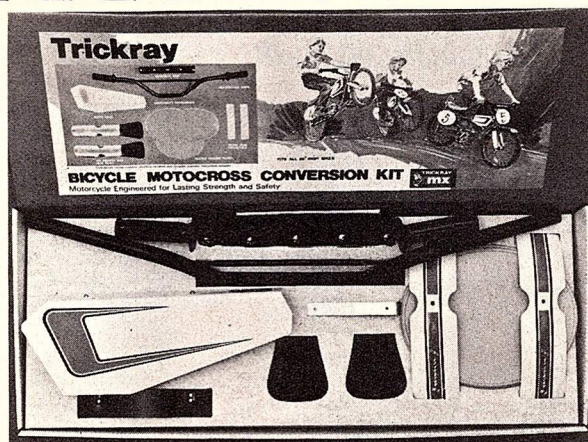
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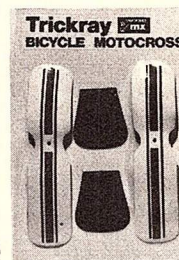
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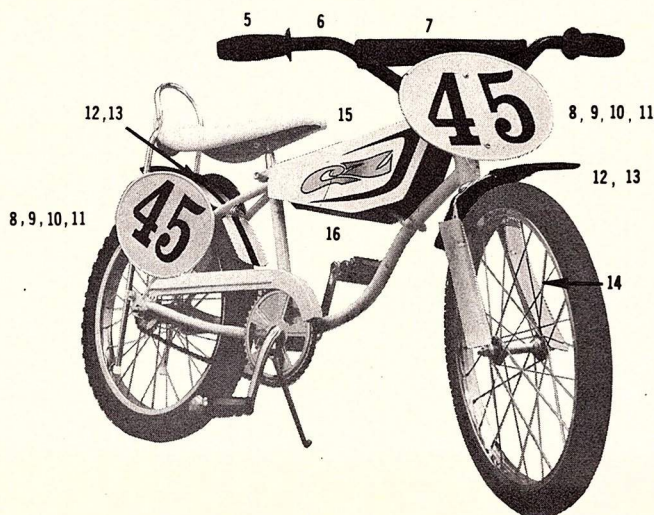
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④



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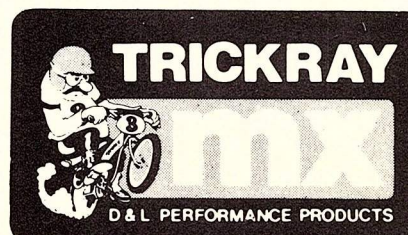
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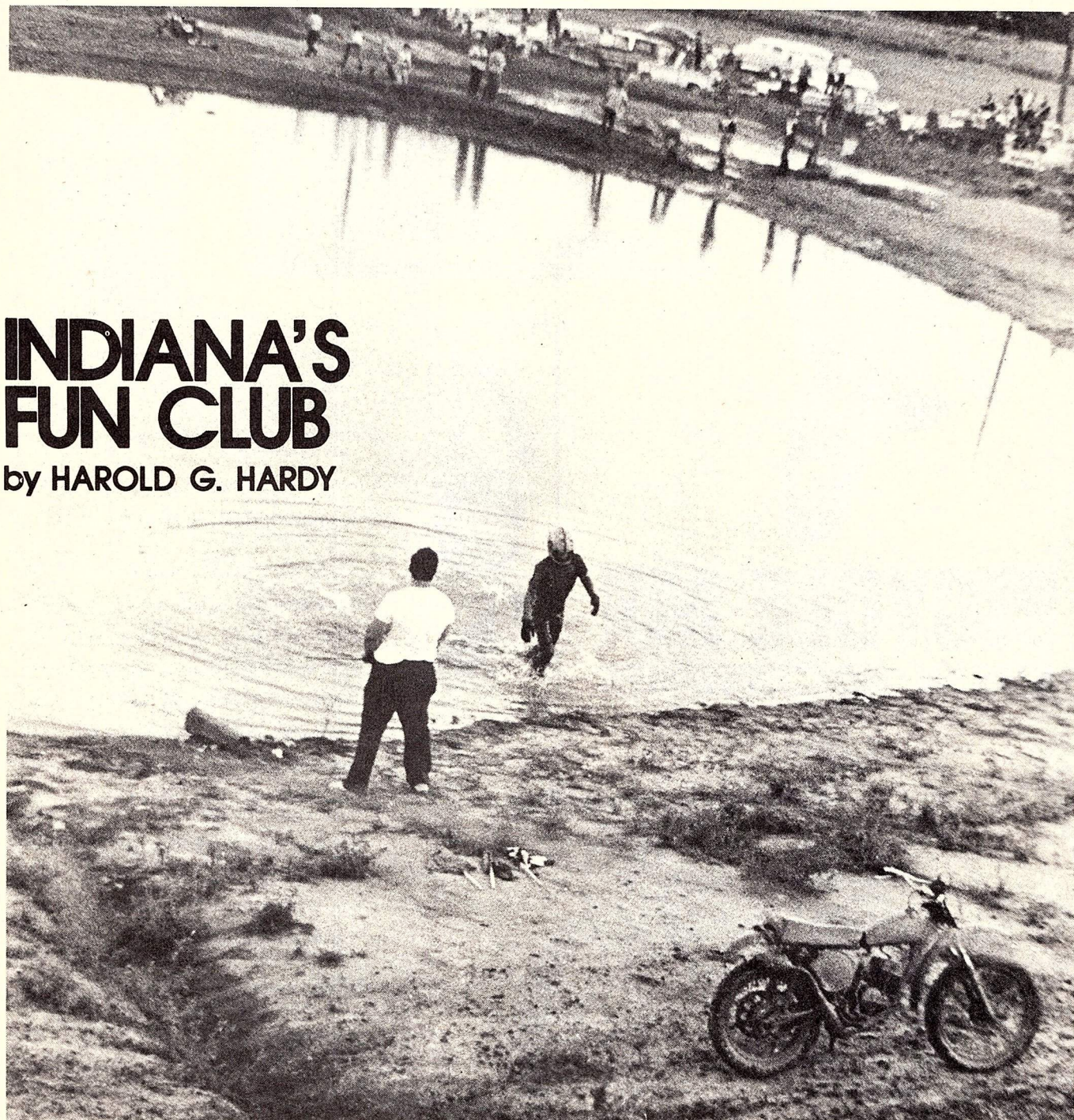
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# INDIANA'S FUN CLUB

by HAROLD G. HARDY



## Hoosier Starter?

Other than a romp through a plowed-up cornfield, Indiana's been lacking in motocross activity. Up until two years ago, if we Hoosiers felt the urge to watch or race a National, or a Trans- or Inter-AMA, we simply had to pack our vans and move next door to the "Big Apple of Midwestern Motocross," Ohio.

Now, however, thanks to the cycle publications, the AMA and some

television exposure, the movers and shakers have seen the watchword become: "Motocross = Money."

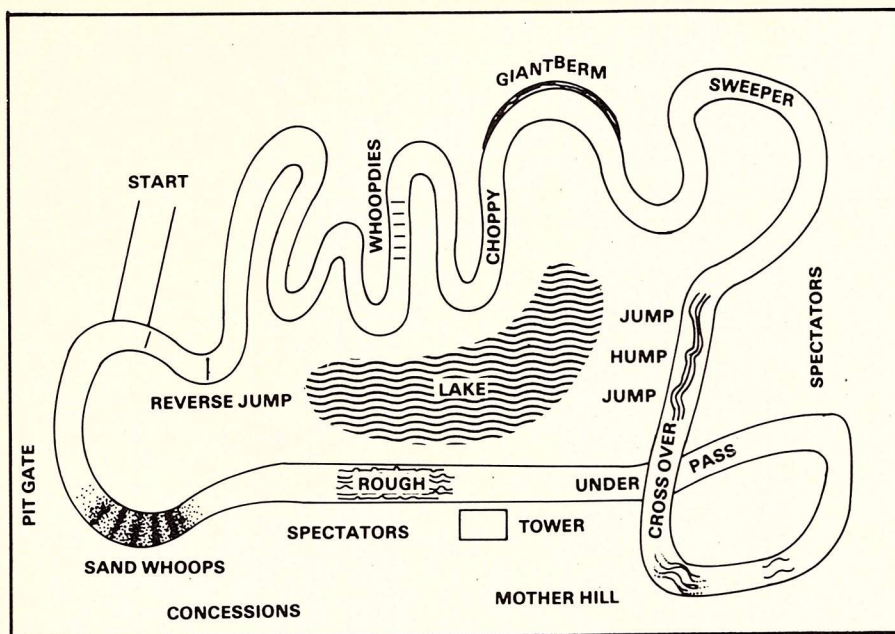
But the business of better and/or professional motocross promotion doesn't come easily. Still, Keith Malott (owner of Fun Club Cycle) and his cycle business manager, Joe Collins, armed themselves with the DIRT BIKE Course Rating Sheet and gave the word to Harold Lyons

(another motocrosser) to start. Soon 55 acres of soybeans in Nobleville, Indiana, became a motocross track.

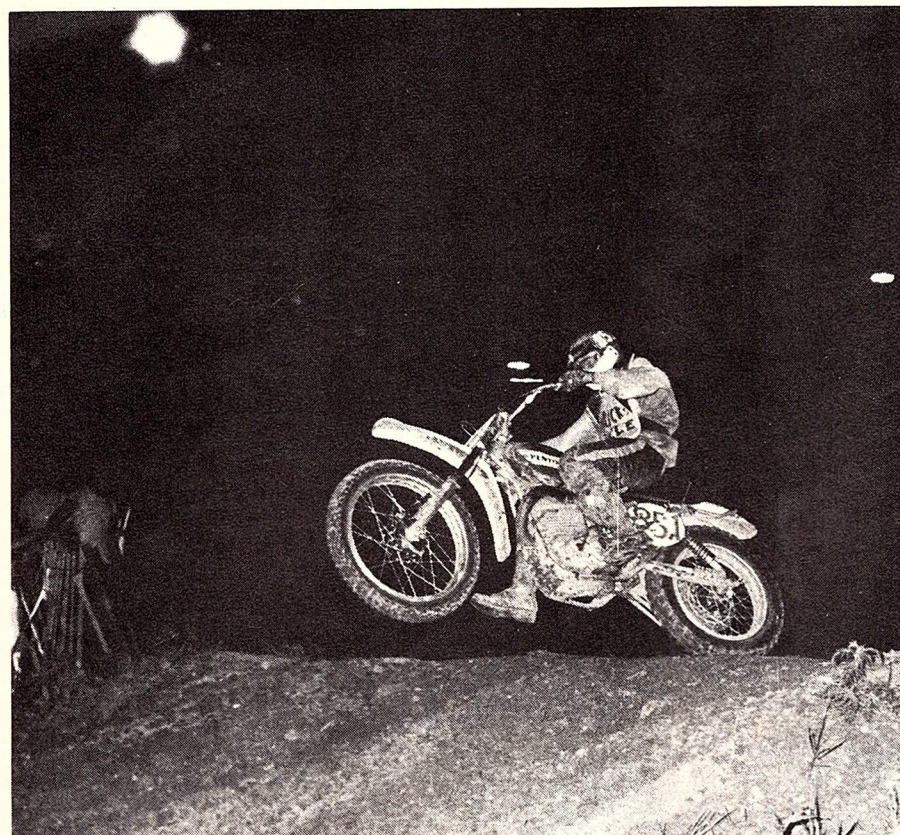
Without the benefits of rolling hills and naturally rough terrain, the results are a bit unique. Not unlike L.A.'s Superbowl — but with a little more elbow room.

Depending on how a person views the situation at Fun Club's track, it is either a paradox or paragon. You





FUN CLUB MOTOCROSS TRACK IRP- CLERMONT, INDIANA



Most of the Fun Club's races are run at night. They must light the fields with GI-issue artillery flares.

really can't choose unless you have raced or spectated there. The location of the track could be considered ideal; it's on the north-west corner of the prestigious Indianapolis Raceway Park (IRP), home of the NHRA, and nine miles down the road from the famous Indianapolis 500 Mile track. So, with close to 92,000 race fans floating around IRP at night for six days from the last of

August through the big Labor Day weekend (NHRA doesn't drag at night here), a person might conclude that the Fun Club track would make their total investment back from one Labor Day night race, right? Forget it. There are two devastating clauses in their contract with the IRP Board of Directors; the Fun Club track is NOT permitted to operate ten days before and during the U.S. National

Championship Drag Races! And... the Fun Club track must have their two-million-dollar insurance coverage before anyone turns a wheel for each event they put on, and this does not include the AMA Package!

As for the track itself, one of the regulars put it this way when asked what he thought about it, "Well... it's alright I guess... but, man, sometimes I feel like I'm in a three-ring circus!!"

The one-mile course with the lake as its center is a bag full of tricks and a pure delight for the spectators, but hell for riders who need a little more practice. Like most tracks, the start is nearby the pits, away from the spectators' area and separate from the course. It gets off wide and funnels into a slight right-hander, then a tight 180-degree cushion shot left — smack into a deep sand trap full of whoops that break away to the dirt-hard front straight that has the riders between the spectators' fence and the edge of the lake. The straight is rough and is no place to rest; this is where the go-fasters get



One of the biggest berms in captivity lives in Indiana; every weekend they feed lots of 125cc novices.

their reputation. The course then goes through the only under/over pass this side of Houston, but be prepared for what comes after a sweeping 360 partly on a chipped wood surface: the Mother Hill. It's about 25 feet high and rough at the top with little room for anyone. It is of the cutback-dropoff variety put there to give the riders a hair-raising runout at the crossover and has





Oops.

claimed more than its share of victims, because on the right, at the top of Mother Hill, is a rubber covered bumper, and on the lower left is a chain link fence! Party time!

Many of the area's high-rollers can just about clear the crossover, which puts the riders downhill fast and just in time for three jumps within a 50-yard straight in front of the best seats in the house. The three jumps are: good, bad, and indifferent. The first is fast, the second is too small to matter, and the third gets the riders high enough for anything, crossups, pinwheels, whatever you feel like doing for the folks. Just as long as you can make that sharp right-hand turn immediately thereafter. If you do make the turn, you're now into a long sweeper to the left that looks to be part of someone's shorttrack but isn't; do a cutback right. . . then left, and there it is: the biggest berm this side of the Canyon. You do a barrel roll off the side of this berm



Zowie! Motocross to the right, motocross to the left, motocross over my head, motocross everywhere.

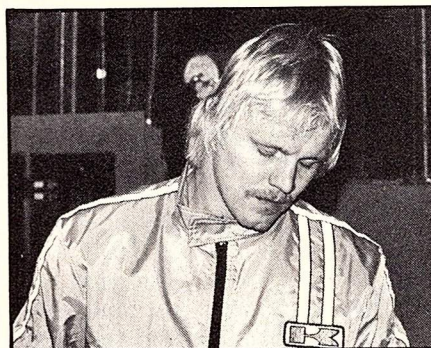
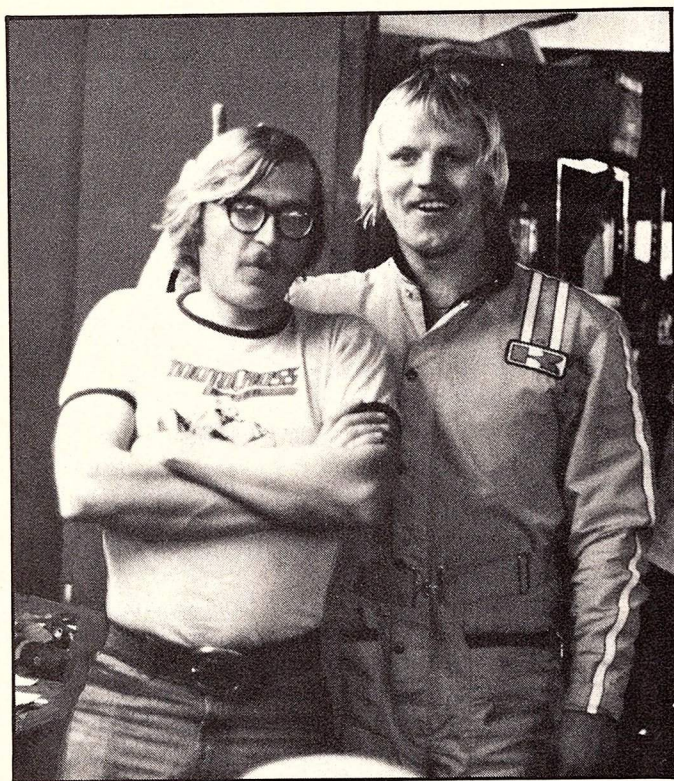
ten feet high and three times that in length! And the higher you go, the faster your exit onto a long, choppy, straightaway which signals the end of good times and the hard work begins. You now start a series of six tight switchbacks with hard dirt berms that put the riders in the Speedway position when wet, and a serious set of whoopdies coming out of the second switchback that are a bit tall, close together and quite unforgiving. But, God help you, you aren't finished yet. Coming out of the maze there is a reverse jump in the middle of a right-hand turn by the lake, and after a little hump to put your head back on, you are home free. Now, how would you like to try that at night? If the dust has you covered and is a little more than you can stand, you could wait until the installation of the underground sprinkling system is completed, or, since it's only four feet deep, you can always go jump in the lake! ❁



A DIRT BIKE EXCLUSIVE!

# TORLIEF HANSEN INTERVIEW

Who is Torlief Hansen and why is he called the Muhammad Ali of Motocross?



Torlief is a member in good standing of the Swedish Motocross Mafia, having started — as usual — on Husqvarna and then made a switch to Kawasaki's European racing division. Because he uses some heavy psych-out techniques to augment his riding talents, Torsten Hallman calls him the "Muhammad Ali of motocross." Due to a fortuitous series of accidents, DIRT BIKE was able to obtain the following interview with him:

DB: How about an interview, Torlief?

Torlief Hansen: I do not give interviews.

DB: (Sigh). ♦



# THIRD GREAT FIRST ANNUAL DIRT BIKE BENCH RACING CONTEST

by the Readers of DIRT BIKE



Y'all remember Joe E. Lewis, don't you? Wasn't much for doin' it in the dirt, but he got funny and famous after some hoods cut his throat for him. Anyway, he was fond of saying: Once is enough, if you do it right.

Evidently we don't agree, or, considering the alternative, you haven't done it right yet. Hence the third annual Dirt Bike Bench Racing Contest has once again reared its humungous countenance. We asked for the zenith of sublimity, but what did we get?

After investing countless Anacin-fortified hours actually reading every submitted masterpiece, the staff selected a handful of the finest. But remember, in the land of the blind, a one-eyed man is king.

If you didn't win, keep tryin' next year. And to those who have scaled the lofty heights of published immortality ... howdy, hotcha, far out, bitchen and swell.

So with further ado, the winners ... such as they are.

## MOVE OVER McCOWN

I used to have this fetish about John McCown and his dog Kookie — the desert duo of some renown. Vowing to improve upon a jive, run-of-the-mill dog, I took to trials riding with Calvin perched upon my shoulder. Calvin, if you have to ask, is my staunch comrade, fellow Bultaco freak, and pet white rat.

We were a sensation at the local bike play areas. The town paper insisted on our picture. And, best of all, the chicks just loved us. Fame and fortune were waiting at the doorstep.

But there was a problem. No, other than getting my Bultaco started. Calvin, it seems, was a coward. If things got the least bit scary, Calvin's buggy little eyeballs would get as big as marbles and he'd start to go bananas. Unusual behavior for a Bultaco rider, I admit. We usually crash and burn with the utmost pride and confidence.

There was another problem. Calvin was absolutely right! There was plenty to be nervous about. Despite my ultra-spiffy Sherpa T, I am to trials what Oliver Hardy

would be to Weight Watchers. Ree-eee-diculous. To be honest about the whole thing (again, a very non-Bultaco trait), I'd rate myself, on a scale of one to ten, oh ... say .... darn close to a minus four. How bad can it be, you say? Well, I average around nine dabs per section — five with my nose and four with my ears.

So, a comeuppance was inevitable. There we were, dazzling a group of teenyboppers and trying to climb over a log on a steep uphill. Curses, hung up the dumb skid plate. The Bul started teeter-tottering to and fro. Hmm, a definite bummer. "Just hang on a minute there, Calvin, while I whip out my Sammy Miller book and .... lessee .... Chapter 4 .... How to overcome sheer stupidity .... Calvin! Don't panic! What are you doing?" My jersey was soaked from my left shoulder all the way down my arm. I *knew* what he was doing. Then the uncouth varmit jumped off, trying to save his own hide.

"You smelly little .... See if I ever ...." Uh, oh. It's over backwards time, folks. I followed Calvin's example and bailed out.

Right on top of Calvin. "Gee, sorry fella, I didn't ...." I was about to become sorrier. Here came the Bultaco, thumping me a hefty one across the back. It was then that I recalled the ancient Bultaco cry of distress. "Aaaargh," I screamed, 'cause here came the log — bouncing like an oversprung Suzook. It landed right on me, natch. "Why me, Lord, why me?" Did I forget to renew my DIRT BIKE subscription or something?

Must have! 258 cubic yards of

dirt, assorted puckerbushes and a half-asleep groundhog named Fred finished off the huge pile, all atop my scrunched little bod.

After much cursing and digging, everyone was accounted for. I retired Calvin, now somewhat flatter and a blithering nervous wreck, to his cage. I adopted Fred as a pet and now have him in training so we can wow 'em at the next trials meet. No, No, dummy, it's down for low on the *right* side on these Bults. Well, I don't care if you are just a groundhog! Get off that (expletive deleted) brake lever! "Aaaaaarrgh!"

Jack Foster

Vancouver, Washington

## SMOKE HORSES BEWARE

One very fine morning, yep, sky was clear, air was cool, I picked the right day all right. The right area too, really bitchen fireroads, green grass, trees, really bitchen. Great day for some solo cowtrailing.

The air was so still as I looked back I could see the trail of dust I had left way back there, looked like a long, fluffy tail. Off to my left I saw another dust cloud, much bigger than mine, must be ten, maybe 20 bikes or maybe a couple of dune buggies. The cloud got bigger as I watched; must be headin' this way, I thought.

Not really in the mood to exchange chit-chat with a bunch of squids, I made a right at the next crossroad, then right again at the next, and back up into the hills. Once again I was happily riding along, enjoying the solitude and the scenery. I flattacked it around a left-hand sweeper and



there it was, that cloud of dust once again heading my way. Who are they? What are they doin' chasing me or something? This time it was closer, and closing in on me fast. Determined to avoid them, I did a quick half-doughnut in the road, only to see the dust again. Wow, two, one on each side, both comin' toward me. Weird.

When they got close I almost fell off my seat; horses, they're ridin' horses. But wait, huh? What the . . . INDIANS!!!! All over the place. I started ripping through the gears, throttle rolled back all the way, when I was roped off my bike! Ouch! They staked me out in the sun, then they stood my bike on its back wheel and tied it to a pole, and piled some brush up around it. "DAMN, THEY'RE BURNING MY BIKE AT THE STAKE!!!!" I blurted out.

Then this big one sticks a knife up to my throat and says in broken ung-gowa type English, "We burn your screaming flying smoke horse! They are forbidden! We burn many more till all are gone from earth forever! Who sent you here? Who is chief of screaming flying smoke horsemen? Tell or die."

The knife blade pressed against my neck. "Uh, uh," I stuttered, too frightened to speak or even think clearly. In desperation I pointed to my T-shirt. He lowered the knife and glared at my shirt, then grabbed it and ripped it from my body. "What name?" he shouted in my face as he pressed the knife against my throat again. "Where we find this devil?"

"Heyberger's his name, he made me come, he made me!!" I shouted convincingly. They cut me loose and galloped off in the general direction of Encino.

Hell, I knew that shirt would come in handy someday.

Mike Barton  
Chino, California

#### WHO WAS THAT GOGGLED MAN

From out of the pages of the back issues of DIRT BIKE come the exciting stories of the Known Stranger.

"Hi, ho Husky. Away!"

A cloud of sand and the thundering sounds of a 450 Wide Ratio.

"Whoop-de-dos and dropaway!"

With the aid of his sidekick and faithful companion, Taco, riding an Indian 70 (bored out to 70.6), the Known Stranger rides throughout the Southwest, and parts of the Mississippi River Basin, to help and protect the dirt bike riding populace when need be. So let us return to those thrilling days of yesteryear, the days before Barstow to Vegas and the Great Yellow DIRT BIKE Truck.

As we join our two friends they are merrily buzzing through the Mojave dodging pucker bushes and little creeping animals. They whip up to the top of a small hill and stop. A frightening sight grips their eyes. Down below they see a bike train in a circle surrounded by a band of dune buggy drivers.

"Look, Kemo-sloppy. A bike train in a circle surrounded by a band of dune buggy drivers."

"I know, Taco. I was listening to the announcer too."

"What'll we do, Kemo?"

"I have an idea. Do you see that 60-foot dropaway jump? Well, what I want you to do is to draw the attention of the buggy drivers and zip toward the 60-foot jump. They should start chasing you. At the last moment veer off to the left past that big barrel cactus. The dune buggy drivers won't be able to stop in time and over they go."

"What you do all this time?"

"I'll go down and help the dirt bikers start their bikes."

"Hum, you get easy part again."

"Easy? Did you ever try starting a stalled CZ?"

So down the hill sped Taco. The buggiers caught sight of him and proceeded to chase him. Right toward the cliff he went. At the last second he hit both brakes and pulled the little Indian over for a turn. Unfortunately, he endoed into the big barrel cactus. (The cactus was unharmed and went on to produce fruit for Euell Gibbons.) The buggiers were so engrossed in Taco's crashing and burning that they plunged over the 60-foot cliff. All the buggiers escaped unscathed, owing to the fact that there was a crystal-clear lake at the bottom. The Known Stranger pulls up to Taco and his

wrecked Indian.

"What did you do to your bike?"

"Forget bike, Kemo, and unpin me from cactus."

Helping him up, the Known Stranger speaks to his faithful Indian riding companion.

"Great work, Taco." He pats him on the back.

"Yeeeeowweeee!!!!!"

"Sorry about that, Taco."

They mount their bikes and drive off into the sunset. As they wheelie over the horizon one of the bikers turns to another and says, "Who was that goggled man?"

"I don't know, but he called his bike Husky."

"Hi, Ho Husky. Away."

Robert Hogge  
FPO New York, New York

#### WHAT A SUCKER

One night I was awakened by my hound's melodious baying. (Stupid mutt.) He was barking real strange-like. (Must have been that six-pack. Oh, well.) I rolled out of bed and looked at the clock . . . midnight. \$&†\*\$%!+&\*\$ING mutt, I'll kill him if it's the las . . . gadzooks, what was that? . . . sounds like a couple in lover's lane, but what's that smell? Sniff. Sniff f . . . smells like pre-mix. I got a pair of shoes on, all the time wondering if someone was sabatoogeeing my bike. I dashed out to my bike, only to be greeted by some freak with slicked-back hair wearing a cape. It didn't bother me that this dude looked weird, but he was sucking on my fuel line. I didn't know what to say, so I politely asked, What you been smokin'? He jumped up in surprise, flung his cape 'round hisself and screamed Bla. I said no, that's pre-mix. He hissed and bared his teeth; that's when I started to wonder if this guy was on the level. He started to come at me so I picked up a can of WD-40 and sprayed him. That really ticked him off. Now I was out of ammo, but wait, there was one thing, my fold-out of the Goodyear Blimp. Ahh, just the thing guaranteed to scare off freaks, mad dogs and unwanted solicitors. He took one look and ran off screeching, never to return. I watched as he rode off into the

Cont'd. on page



250 PURSANG MARK VIII



Lightweight Warrantied Winner

# 'TACO TORQUER

by the Staff of DIRT BIKE

Choices abound when you're shopping for motocrossers. Especially the 250 class. Machinery there is getting radical. Everyone's going to greater and greater lengths to build competitive mounts. Going in lots of different directions, too. There're monoshockers, cantilever lay-down shocks, forward-mounted types, even standard rear ends with special long travel shocks; all in



search of the LTR. Of course that puts a lot of design pressure on the front ends. New valving and longer tubes get to be essential. Then there's the lightweight trend. And the efforts to make more horsepower.

The competitive 'crosser is a subtle beast.

Just having the most horsepower, or only getting the rear sorted out doesn't cut it anymore.







Not when the guy on the line next to you has got his bike so dialed that he can, with confidence, make a charge during the last laps of a 45-minute moto.

So it's more and more important to start with something that's nearly right to begin with. Like the '75 Bul. "Nearly right," we said.

Close, but no overall trophy, is what we mean.

Here's how it happens. First, power. Right-on. Absolutely no

problem there. The 250 Pursang comes on at the very bottom and builds from there. At no place in the rev range is there a shot of power that drives you back off the saddle or upsets your weight distribution. There're only a couple of bikes out that make power like that; the Maico and the Husky reeded 250 come to mind. It's the kind of power that will not wear you out. Combine this with its light weight, and you've got a bike that takes little effort to

get around a course.

It lets you finish still in control of the motorcycle. You can completely blow a corner, come out one gear too high, and still drive. You lost time to anyone who was in shape there, but you're not going to sit waiting for it to clean out and worrying about someone center-punching you up and over the berm.

Unfortunately, transmitting the power brings up the first problem. The transmission in our test machine popped out of gear — always up — entirely too often to be comfortable. At first we thought we had the shift lever positioned too low and were knocking it up accidentally. Correct riding techniques are the solution, we figured. Then George almost ate the fence during a race at Saddleback by trying some corners in a false neutral. Back to Bultaco's shop for a teardown. We found that the grooves in the shifting drum were carved wrong; then someone at the factory had tried a fix that didn't take. The drum was replaced.

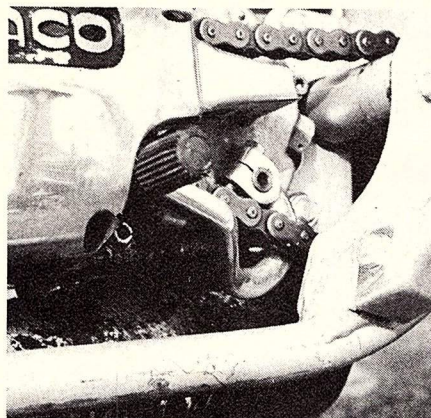
Back at the track and almost all the shifting problems were gone. Almost all. It still didn't make all the upshifts.

Pinning the problem down this time was a little harder. It turned out that the new shift lever was too flexible. The Dural aluminum alloy shifter is too long and too intricately folded. Once bent and re-straightened, it worked like it was made of rubber. Finding out that the Bultaco team riders had replaced these with steel levers seems to confirm the lever as the source of the problem.

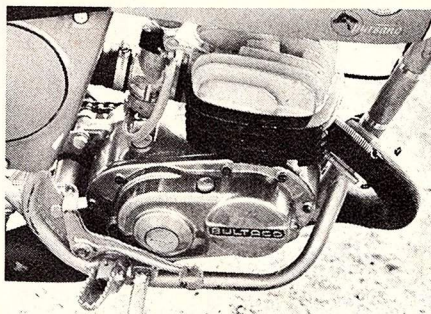
The new shift lever exists because the 1975s shift on the right side (the left side, as opposed to the wrong side, which is the right side — oh never mind). In any case, it shifts on the other side from where it used to be. But listen up, Bultaco freaks, you don't have to put up with that; you can change it back to the wrong side, like you're used to. Bultaco has it all figured; you just buy the old shifter, the old brake pedal and a kickstand axle mount for a '69 Matador. Then you flip the rear wheel around, switch the sprocket over and weld on an anchor for the brake torque stay. There. You're back, and you don't have to worry about flexible shifting levers either.

Back to the track.

Besides shifting differently than last year, the new bikes handle



Bends in the shifter, and the soft material, make for missed gears.



Though pipe and porting are the same as last year, the new motor has new side cases, new inner cases, a 13-plate steel clutch and a Dural clutch basket. Everything about the bike is super-light.



Initially the height of the bike makes you think that the P. Lamppu get-back style is the only way to fly. Heyberger demos.



differently. Remember the 360 we rode that Jim Pomeroy races? It's just like that.

In other words, it isn't a slider. Oh, it will, but you have to make it slide. And shifting the lever back to the wrong side won't change it back.

What happened is the LTR swingarm. Adding inches of rear axle travel changed the geometry. Bultaco added front end travel and restored the original numbers, but not the original feel. This year you can do more on your Bul. Cut and thrust like an old-style Husky if you want; it works. Smack berms and bounce if you want. That works too. Or just steer around corners; be careful the first couple of times or you'll steer right into the middle of the turn. It handles that quick.

Which brings up problem number two. A rather complex one this time. The combination of California adobe tracks, the stock front tire and the oversprung shocks results in a certain situation described by Jim Connolly as a "sensation of knifing under." The lesser mortals on the staff reported it as a "sensation of falling down."

What seems to be happening when you throw it into a corner is: you're losing rake because the oversprung shocks are keeping the front end down while the tires aren't coping. They bite — up to a point, then the front end goes away. Splat.

And as long as we're getting away from handling and into suspension, here's the consensus there: front, superb; rear, OK.

Everyone loved the forks. The new Betors have 8-1/8 inches of travel with ten-weight oil in them. That's fabulous. More than Jim Pomeroy's bike and better damping too. It's done with longer tubes, longer dampers, different valving,

longer springs wound softer, and with an extended bearing surface in the sliders to keep the fork tubes from rocking when the going gets heavy. These forks have got to become the new standard for a cushy ride.

The forward mounted Telescops worked, but not well enough to satisfy. Their positioning results in 7 1/2 inches of travel in the back, but the 135-pound springs made the ride harsh, especially for the novice

staffers, but also for the 160-pound fast guys (that's George and Jim, in case you haven't guessed).

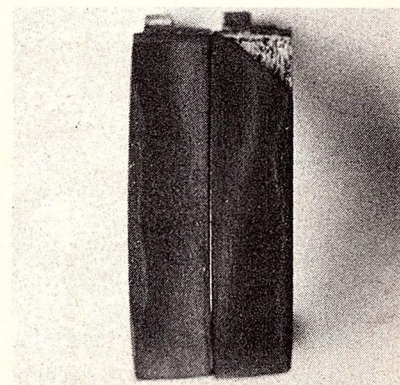
One last suspension piece: the saddle. (Didn't know that was part of the suspension? Think about it.) It was faultless. The padding on the seat is thicker than last year's; it contributes to the height of the bike, but it's incredibly comfortable. And the covering isn't slick. A good, sticky saddle with a lot of padding makes it a lot easier to stay on a bike.



But you can jump it any way you like. Jim demonstrating.



And you can slide it. If you know how. Mike Hannon does.



Check your brake shoes after a couple of hours and get them right.



## BITS AND PIECES

Vibration and noise are reduced by a new head steady and rubber inserts in the fins. A good silencer helps, too.

Bars are chrome moly and equipped with decent grips. We'll continue to cut the thumb and forefinger ribs off, however.

We found the braking pretty bad at first. Mangled front shoes turned out to be the problem. It looked like a drunken grinder had tried to put a radius on the edges, removing about 28 percent of the efficiency. Investigate if you can't stop quick enough.

Tank and fenders are fiberglass. Boo. Side covers are plastic and cover up a Twin Air. Yea.

Hubs are lightweight Dural and rear spokes are eight-gauge stainless.

The chain this year is a 5.20 Joresca Cross; rumored to be a perfect mud chain.

Frame is the chrome moly job introduced with the '73 Bultaco.

Throttle setup looks good at first, but there's a lot of friction between the rubber cover and the grip.

Starting is incredibly easy — once you get used to picking your foot up that high.

## HOT STUFF YOU OUGHT TO KNOW

The '75s come with either Pirellis or Spanish Firestones up front. If you live in Adobeland and have a choice, take the Firestone. It's not perfect, but it's better than the Pirelli.

Later editions of the 250 will have the new square-bodied Amal with three pilot circuits. It'll give you an easier transition from the pilot jet to the needle jet and be that much closer to the GP bikes that Aberg and Pomeroy race.

If you're not familiar with Spanish Amal bodies, listen up. Be sure not to overtighten the two nuts that hold the carb to the manifold. If they are

## BULTACO PURSANG MK VIII

PRICE: (retail, approx.) \$1569

ENGINE TYPE:

Two-stroke, piston-port single

DISPLACEMENT: 244cc

BORE & STROKE: 72mm x 60mm

COMPRESSION RATIO: 12:1

CARBURETION: 36mm Amal

HP @ RPM: 28.9 8500

CLUTCH: All-steel, wet, multi-plate

PRIMARY DRIVE: Chain, 2.375:1

TRANSMISSION RATIOS:

1) 2.659:1

2) 1.949:1

3) 1.492:1

4) 1.20:1

5) 1.0:1

FINAL DRIVE: 5.20 Joresca

Cross chain

12-tooth countershaft

46-tooth rear sprocket

AIR FILTRATION: Twin Air foam

ELECTRICAL SYSTEM:

Motoplat pointless

LUBRICATION: Pre-mix

RECOMMENDED FUEL: Premium

RECOMMENDED OIL: Shell

FUEL CAPACITY: 7 liters (1.85 gallons)

FRAME:

Chrome moly single downtube

SUSPENSION:

Betor forks, 20.64cm travel

(8.125 inches)

Telesco shocks 19.05cm travel

(7.5 inches); measured at the rear axle

WHEELS & SPOKES:

Dural aluminum, stainless steel spokes

TIRES:

Firestone, 2.75 x 21

Pirelli, 4.50 x 18

DIMENSIONS:

Wheelbase: 139.8cm (54.5 inches)

Clearance: 25.0cm (9.75 inches)

Seat Height: 89.8cm (35 inches)

Handlebar Width: 87.2cm (34 inches)

BRAKES:

Conical cable-operated drum, front

Conical rod-operated drum, rear

INSTRUMENTS: None

LIGHTS: None

SILENCER: Yes, fairly quiet

SPARK ARRESTOR: None

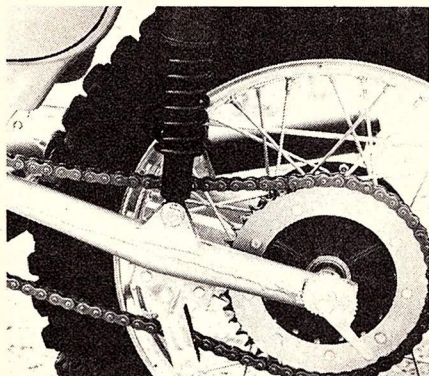
PRIMARY KICK: No

WARRANTY: 60-day unconditional

PARTS PRICES: Not available yet



Suspension works best when you're really moving and in the hoops, but it's harsh on the choppy stuff.



Swingarm uses half-round gusseting like Pomeroy's bike. Besides the 60-day warranty, you get shock and timing tools with the bike.



Floppy chain could be a problem, but power won't be. "Excellent powerband; good bottom end; there when you need it," were the expert opinions.

just slightly more than snug, a good seal is ensured. Any tighter than that and you'll egg-shape the body, causing the slide to stick in the full big position.

Bultaco-racing pros move the top shock mount forward three inches and then use 12½-inch Bilsteins. They also use a Sherpa T tensioner to reduce chain snatch. (Thought you might want to know that.)

Preston's Integral Bracket fenders fit the Bultaco and Pomeroy runs them. So when (note, it's not "if") the stock breakables do, see your local plastics dealer.

The eight-plus inches of travel in the front is only with ten-weight oil;



heavier oils get you an inch less. The final inch of dampening is through tapered cones. Thicker oil will not pass through quick enough. Remember that.

The Twin Air in the box is held in with one spring on each of the three tabs. Put another on each. Otherwise, there's a chance one can come loose, let the filter cock, and zap! There goes a spring down the inlet tract. It's happened.

#### SUMMARY

Stock, the '75 Pursang is tied with a couple of other bikes for second place in the 250 GYDBCMS (Great Yellow DIRT BIKE Continuing Motocross Shootout). Behind the Maico, in other words.

It's tied with the Maico for having neat, usable power output. The positive kind that doesn't jerk the bars out of your hands and won't tire you out during long motos. And while it's got more ratios than the Maico, it doesn't shift as well.

The front end equals our standard, but the rear doesn't.

Neither do the stock rubber goodies.

But then the Pursang has got some stuff you can't find anywhere else in the class.

Like the Betors up front.

Like a 60-day unconditional guarantee. Seriously; they're guaranteeing this racer, complete with a little plastic card good for servicing at any Bul dealer anywhere. That includes two checkups that are either free or cost next to nothing. These are for breaking in your machine and Bultaco pays the dealer for the service, you don't. Think about that for a minute. You could race most of the Trans-AMA, competitively, and with a guarantee!

Or like having right- or left-handed shifting.

And like that fancy blue paint job. (Well, yellow's nice, but blue and white goes so well with George's leathers.)

Kidding aside for a moment; we found so much to like about the bike in stock form, and suspect that most of the snivels can be cured so easily, that we put some power-of-the-press on Bultaco and managed to hold onto the bike. Next month, we'll let you know whether or not the old king of the 250 motocrossers is dethroned. After we finish making a couple of little changes to this here Pursang.



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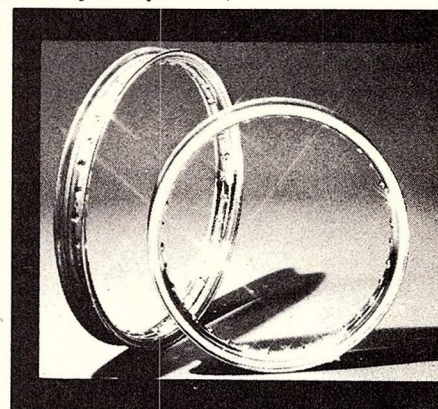
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WM1 & WM2	21 in.	30.00
WM 3.5 Harley Type	16 in.	32.00
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Speedway Type Drilled	23 in.	36.00

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Dealer Inquiries Invited

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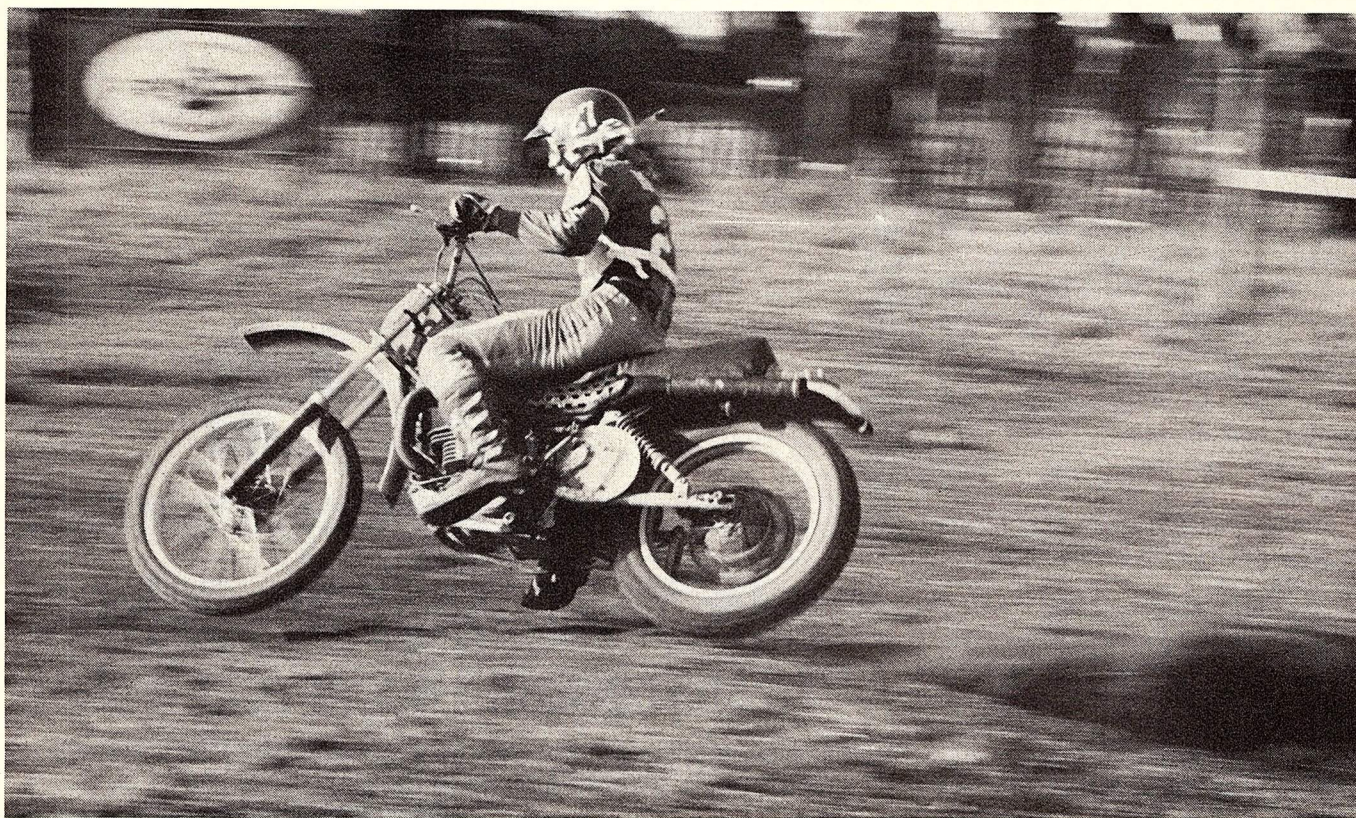


UNADILLA TRANS-AMA

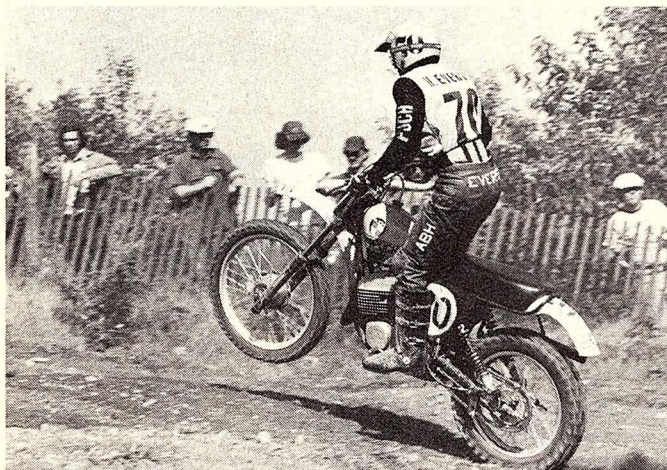
# SUZUKI SHUFFLE

by CHET HEYBERGER

First round to Roger



Kent Howerton had the first support moto all to himself; enough so that people kept mistaking John Savitski for the leader. Next moto wasn't so easy; Howerton had to work up from a bad start through the traffic to take second and the race. (Dennis Schaffer photo)



Instead of the regulars we saw at the U.S.G.P., there're plenty of new faces here for the Trans-AMA, like Harry Everts. He and the 370 Puch moved up to ninth in the first moto, but problems in the second kept him all the way back in 17th place at the end.



Contrary to rumors of less factory involvement this year, Suzuki has added Willi Bauer to the international team. Which means that Suzuki will probably take the Trans-AMA this year; after all, Dr. Wolsink is the most consistent finisher, and Roger DeCoster will try harder, and so will Bauer, to make sure Maico regrets losing him.

DIRT BIKE





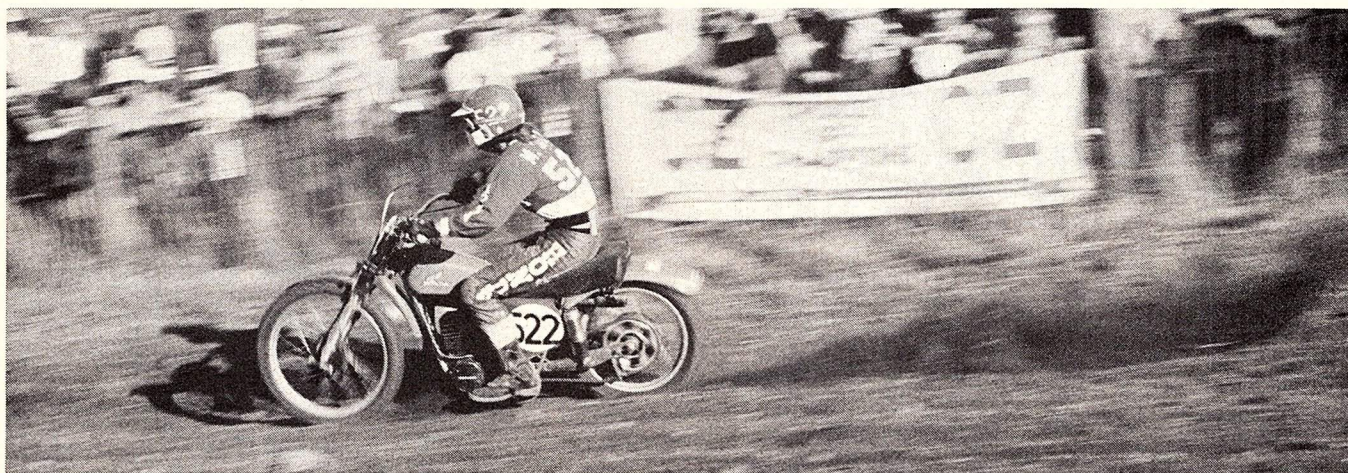
Bultaco is fielding their strongest team ever this year; besides the Pomeroy's, there's Bengt Aberg, who took the second moto lead from Weil but lost an engine; John Savitski, who placed second in the support class; and Vic Allen, who ate New York soil all the way to 13th behind Mike Runyard and Rich Thorwaldson.



In the first moto, DeCoster grabbed the lead and held it throughout. Jim Pomeroy stayed a few seconds behind him and neither was challenged. Heikki Mikkola had reinjured his foot during practice and sat out the Unadilla event, taking some of the pressure off Roger. Dr. Wolsink worked to third and held on.



Along with new names, there were some old names on new bikes; like Bob Harris, off Maico and now the sole factory Rokon rider. Despite what's apparently a bad power-to-weight ratio, Bob puts himself into the top half of the field each time.



Honda elected to give a 250 to Marty Smith for the Trans-AMA; they can't be regretting it, because the 125 National Champion pushed the Honda into first place for the second support moto and finished fourth overall despite compressing his bike like that. (Dennis Schaffer photo)





Tony pushed his new red framer to fifth at Copetown (but that didn't count) and to ninth in New York.

#### 500 INTERNATIONAL CLASS

1 - Roger DeCoster	SUZ	(1-3)
2 - Gerrit Wolsink	SUZ	(3-2)
3 - Hakan Andersson	YAM	(5-4)
4 - Jim Pomeroy	BUL	(2-8)
5 - Brad Lackey	HUS	(6-6)
6 - Adolf Weil	MAI	(13-1)
7 - Pierre Karsmakers	YAM	(4-11)
8 - Ake Jonsson	YAM	(7-9)
9 - Tony DiStefano	CZ	(11-7)
10 - Rich Eierstedt	HON	(12-10)

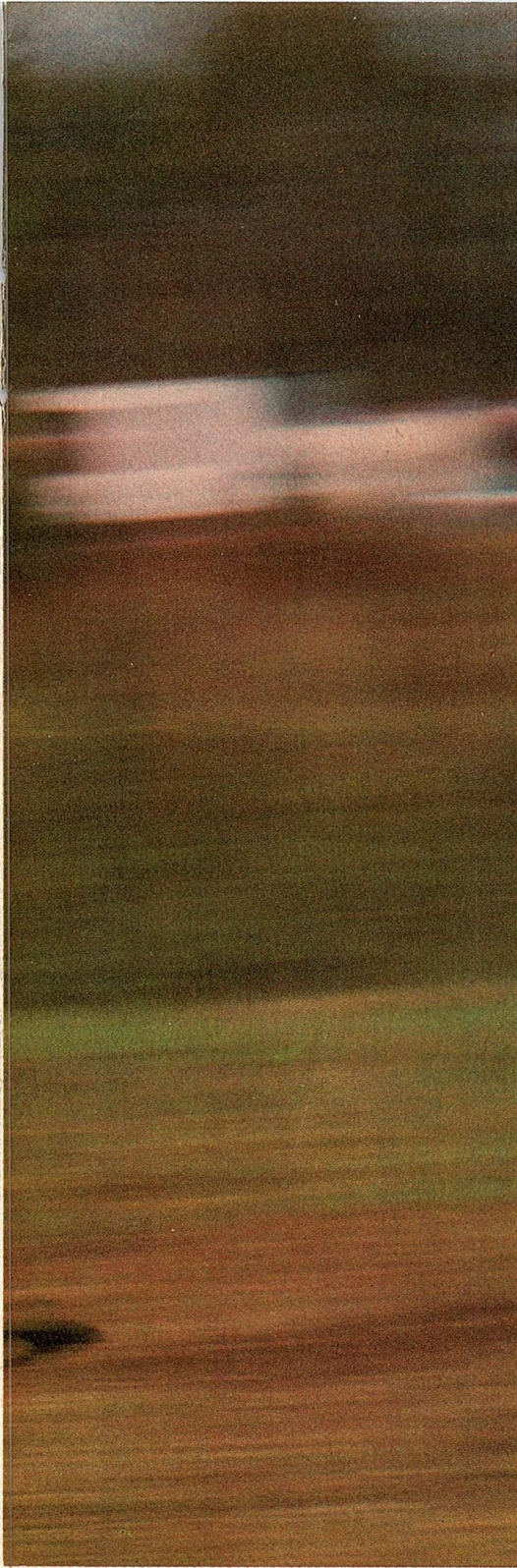
#### 250 SUPPORT CLASS

1 - Kent Howerton	HUS	(1-2)
2 - John Savitski	BUL	(2-5)
3 - Gary Semics	HUS	(5-4)
4 - Marty Smith	HON	(9-1)
5 - Ron Pomeroy	BUL	(7-3)
6 - Frank Stacy	CZ	(4-6)
7 - Terry Clark	HUS	(6-8)
8 - Bob Grossi	HUS	(11-7)
9 - Robert Plumb	MAI	(8-12)
10 - Rick Burgett	CZ	(10-11)

Yes, Swedes stick together: Hakan, Ake and Christer during the riders' meeting, each sporting the same leathers and T-shirts. Motocross does seem to have a Swedish Mafia. (Bob Foster photo)







First turn travail during the support class; that's Glenn Robbins doing the umph right in front of Peter.

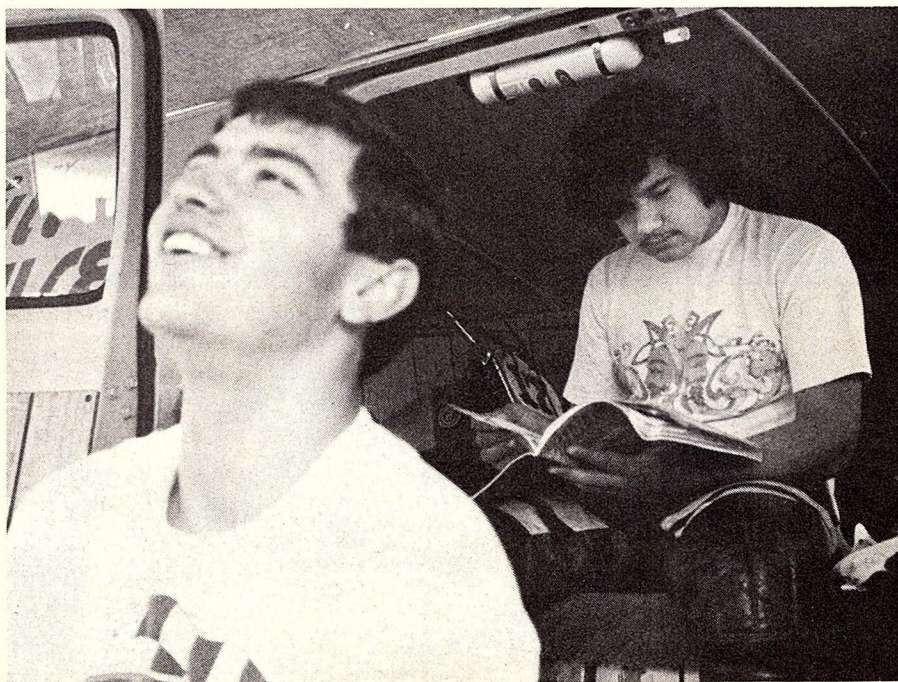


Rex Staten blew up another quadra-stroke in practice. They do take getting used to. Anyway, Steve Whitlock switched motors and despite Rex's statement that the handling was sorted, the bike didn't look good at Unadilla.





Behind Kent Howerton in the support motos there was the proverbial cover-them-with-a-blanket race for second place between Barry Higgins (#40), Gary Semics (8), Frank Stacy (81) and John Savitski (already gone by).

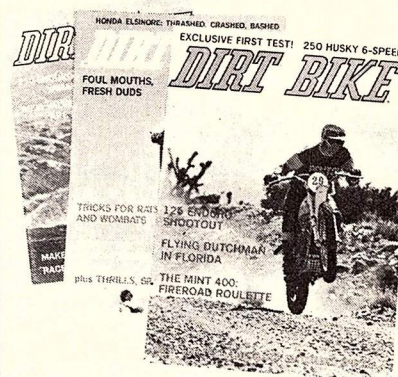


Tony DiStefano finally has a trick factory CZ. Of course he could have had a factory Kawasaki, we heard. Probably other offers were made as well. But Tony sticks in there. And yes, Marty is reading DB. Titanium staples make the difference.





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|                                 | <input type="checkbox"/> DKW   |                                  |

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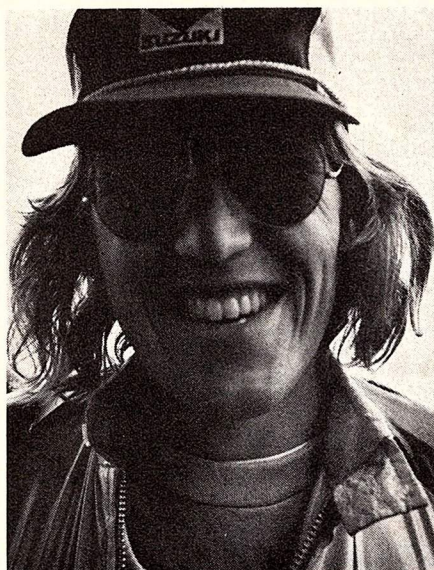
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Pierre, officially an American next year, motored in ahead of Yamaha's European team in the first moto but slipped to 11th in the second moto. Overall for the man who's probably next year's Open Class Champion was seventh place at Unadilla.



After placing third in the first moto, Gerrit had it all locked up in the second as long as Aberg was leading Weil and DeCoster was way back there. When Aberg broke a flywheel and Roger pulled up behind Gerrit, it was already too late to try for the win. Too bad, but look at how nice his teeth are. ☺

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# A WEEK IN THE LIFE OF

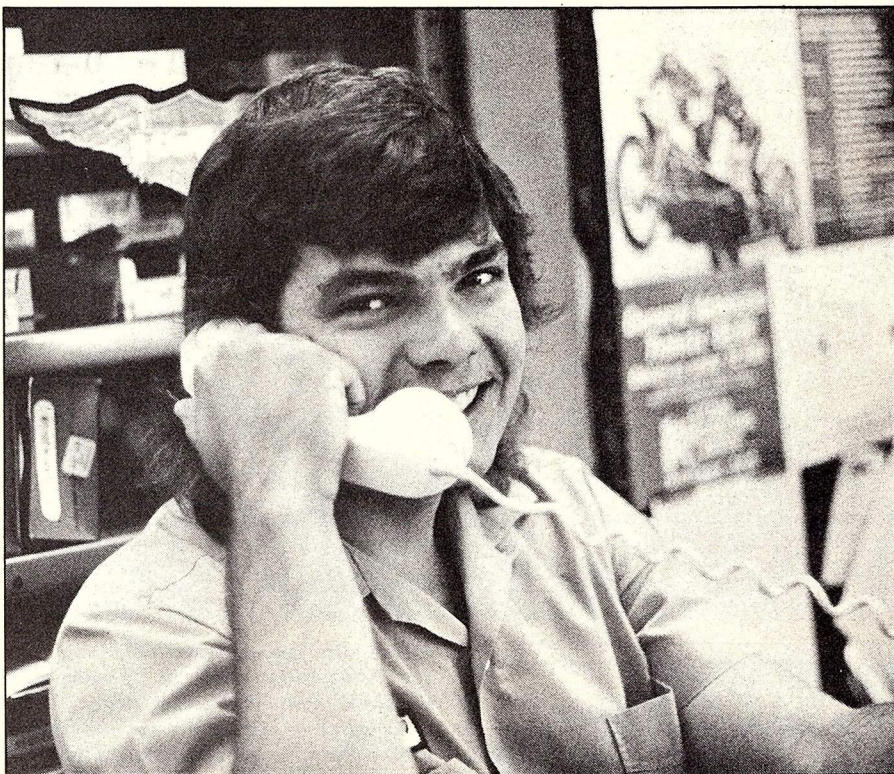
by CHET HEYBERGER

Sunday, I wander into the pits at Unadilla, dazed after a trip across the country via 737 and across several years of my past, courtesy of old friends and their home brew. The noise in my head is only partially that vacuum cleaner sound of airports and turbine-powered tunnels through the sky. In other words, I am completely prepared to do a job of reporting the events of a week in the life of Jim Felt, the mechanic who puts together Jimmy Weinert's National Number One Kawasaki. Only I don't know that yet.

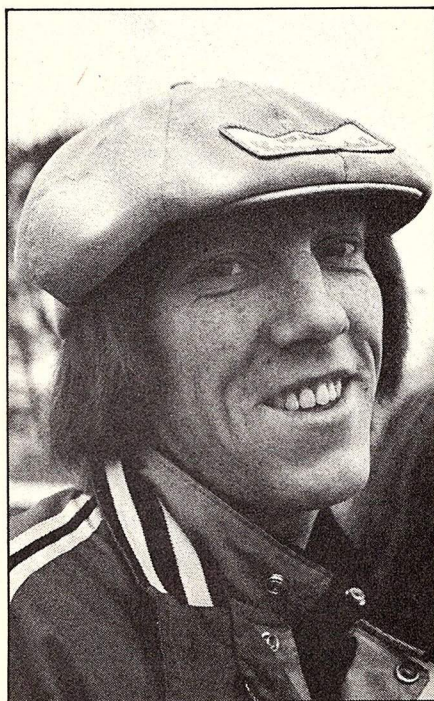
I found the Commander in the pits. Entirely by accident. I'm looking for a big green truck with Kawasaki written all over it. Instead, I trip across a knobby lying behind a Ryder van and find the Kawasaki pits.

Everything has gone wrong. The big van broke down in Indiana and Team Kawasaki is now living out of one rented Ryder that the Swedes don't like ("It has no radio. The electrics are ruined. Typical American junk.") and a borrowed Dodge that the Commander is worried about. The tires are bad, see, and the New York State Police stopped him on the way into the state, searching everyone that doesn't look like an insurance salesman. ("They even looked inside the sockets in my tool chest. Can you believe that?") Yes. And they wanted to know why that Ohio van was driven by someone with a California license. Long explanation ensued. And who do all those motorcycles belong to? Well, they're bikes that Kawasaki Heavy Industries in Japan owns, and they're here for a big race in Unadilla, a Trans-AMA, with the Europeans and all, surely you've heard of the Trans-AMA. Uh hum. More radio calls.

Actually not all the bikes are in the red Dodge, most of them are in the Kawasaki van. Some are with the Swedes in the Ryder truck, but they didn't get stopped, somehow.



This is Jim Felt; he wrenches for Jimmy Weinert.



This is Lars Danielson; he wrenches for Torlief Hansen.

This time. But I didn't know that yet.

The bikes are part of the problem in the pits that morning. They're new. All new. Very trick. Straight from Japan, new motor, new cross-through-the-frame pipe, new frame, trick Kayaba forks with a forward-mounted axle and external springs, and even gas-filled Kayaba shocks; unfortunately that all adds up to six untested, untried, unriden brand-new motorcycles. And they're seizing right and left. Bodes ill for Kawasaki and the Trans-AMA.

Jimmy Weinert's bike seized first in practice, then again in the first moto. I check in with the Commander and find out that he suspects the rear backing plate; the bearings went, he thinks, and put enough drag on the engine to make it give up.

The rest of the team is making out equally well. Christer Hambergren says he gave up because his suspension was so poor that he couldn't



# A FACTORY WRENCH



This is Stig Pettersson; he wrenches for Christer Hamnergren.

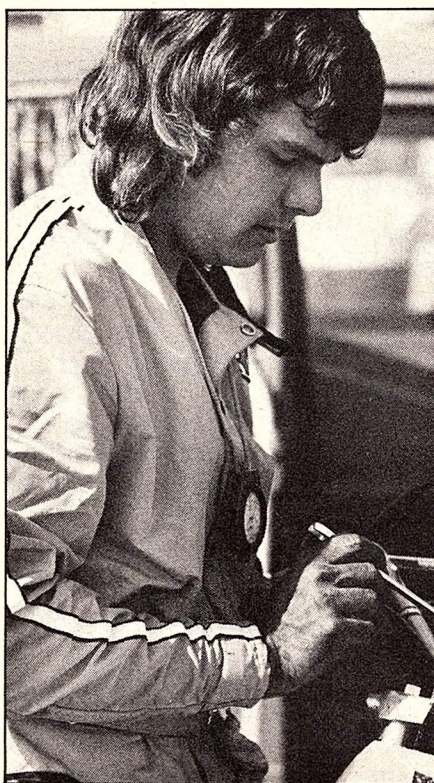
ride. Torlief Hansen also gives up. Early returns mention another engine seizure.

Like I said, it looked like everything possible had gone wrong. But it only looked that way; there was more left to go wrong. But I didn't know that yet.

That night we had dinner in the motel. Jim Felt complained to Gerrit Wolsink about his gums bleeding. Dr. Wolsink says to get a stiffer toothbrush and some Stim-u-dents, a weird kind of toothpick. Someone rips off my Belstaff jacket in the meantime. OK, I hope they get some kind of armpit disease from it.

While we have a minute, Jim, how did you get into this racket? And would you pass the salt'n'pepper?

I started racing when I was 13 — I'm 20 now — but I wrecked my shoulders on a sidehorse in gym, and everytime I raced, they'd dislocate. Sometimes without even crashing.



I raced for a while after high school, but my arms got so bad that they'd hurt all the time — even when I wasn't riding.

So I just started making up super pipes and all kinds of trick stuff for my Puch and letting other people ride it.

I knew Al Baker then and he was at Kawasaki and they needed a mechanic — this was two years ago — for John DeSoto. Al told Byron Farnsworth I could fix anything with a hacksaw and a hammer. At the time I was making money to go racing by doing custom painting and pin striping on cars, so I went to Florida with John. But then Kawasaki fired him. John had hurt his knee and he wasn't getting any results. He and Farnsworth didn't get along anyway. Then John was leading the Daytona race when the CDI box went out. I had it fixed, but John said he didn't want to race the second moto after the way Kawasaki had been treating him. I didn't blame him, but that was that.

When I got back to California, they put me to work on the ISDT bikes, but I couldn't stand working on anything with lights, so I quit.

I painted cars some more and raced a couple of months without dislocating my shoulder. Then I did it again.

Meanwhile Al Baker had quit Kawasaki too, but then he got himself into shape, got some spares and a credit card from Kawasaki and decided to go motocrossing. He took me with him: \$25 a week and all expenses.

We were doing the National circuit and then Kawasaki started giving me a salary to keep Peter Lampu's bike in shape. Then Al went home; he didn't qualify for the Trans-AMA — missed too many races; he rode the Mickey Thompson Riverside race and won it instead.

But then at the end of the season, Jimmy Weinert asked for me and I've been with him ever since.



Monday after Unadilla, it's a bunch of driving. Then some more driving. First we have to look for the Swedes (that's what the Commander calls them, "the Swedes"; he actually means: Christer Hamnergren; Stig Pettersson, Chris' mechanic and Ollie Pettersson's brother; and Lars Danielson, Torlief Hansen's mechanic. Torlief is not with them, but that's another story and I don't know that yet.). They were supposed to show up at our motel Sunday night; only they never did. Neither are they at *their* motel. The Commander suspects that they split for Niagara Falls; they'd been threatening to do that, wanted to see the water. When Jim talks about the Swedes, he lapses into broken English, with a pause between each syllable and bad noun-verb connections: "They are def-fin-ate-ly out-of-con-trol."

We leave New Berlin and caravan across the New York State Thruway with Mike Gillman and Wayne Melanson, Mike's mechanic. I have to teach these Californians how to drive Back East: Don't stay in the left lane, it's not legal here, slow down for entrance ramps, and don't speed past blind hills and bridges, they hide there. We make it without getting inspected for dope. But they're there; we see them by the Pennsylvania border, stopped cars and longhairs, everything spread out alongside the road.

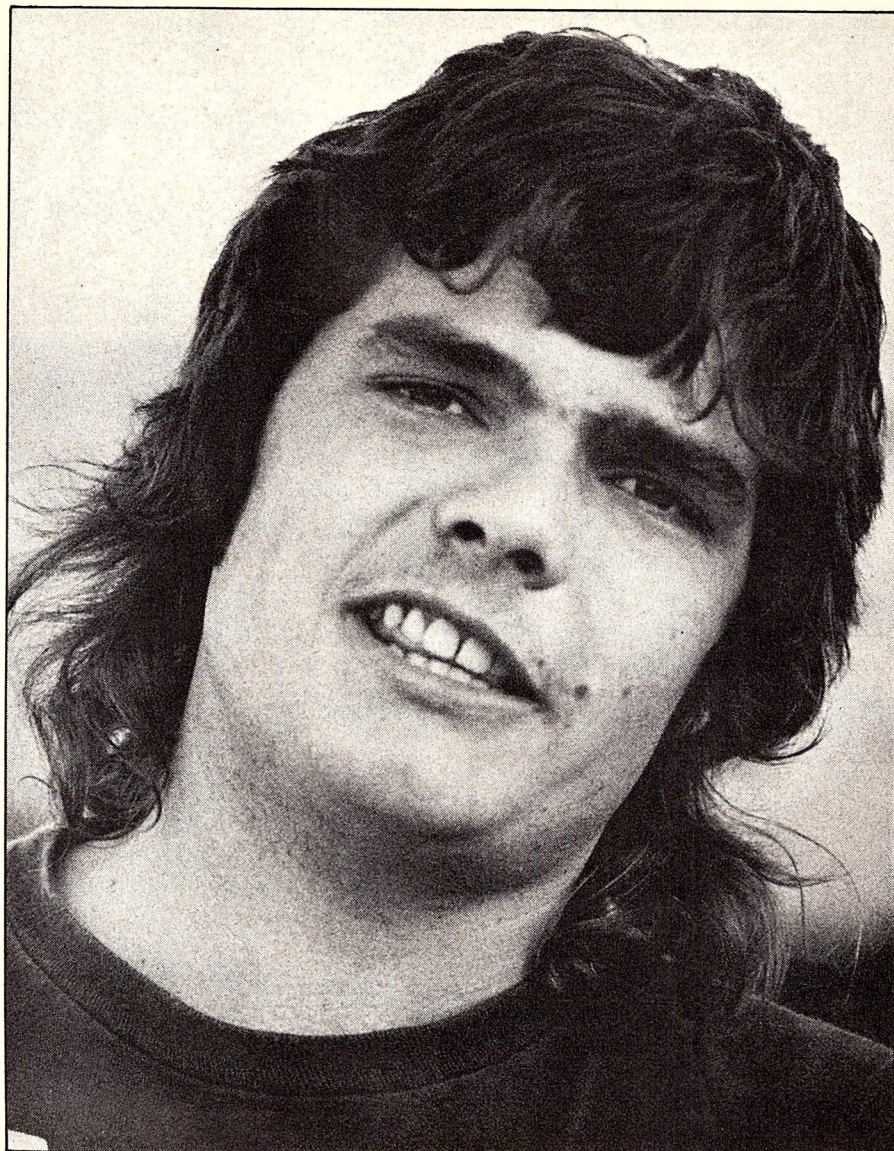
Eat at a truck stop, see Harry Everts and Ramon Bouven at the pumps, talk about how all these vans full of bikes, spares and tools are crossing the country without Ford or Rockefeller ever once suspecting that any of us exist.

Finally around 11 p.m. we make it on into Columbus and go looking for the Swedes. "They're probably eating; they're always eating." They are. We find them. They got a \$95 speeding ticket. Jim figures it out to be about 50 mph more than the speed limit. I figure they had to work on the Ryder to get it going that fast.

Before quitting time, I ask Jim about people calling him "the Commander."

\* \* \*

I get really nervous, and when I get nervous, I start thinking about a million things I have to do, to the bike to get it ready, or parts I have to get, or what the Swedes are doing — I don't really have to watch them,



but they get in trouble, or I think they'll get in trouble, unless I watch them. But when I get like that, I'm somewhere else. When someone talks to me then, it's like talking to a wall. Al used to catch me like that and say, "Come in, Tokoyo. Come in, Commander," like he was on a radio.

Everyone started calling me that.

Actually some people call me Mouse — from back when I was racing. I've got it tattooed here — that was dumb. It's really Titmouse, but that's another story. I was only 15 then.

\* \* \*

Tuesday morning we check in at Kawasaki Cycleworks. The Kawasaki team works in their shop when they're in town, because it's a big shop selling about 120 Z-1s every year, because Bob Newman and his people don't harass the racers, and mainly because it's the hairiest cycle

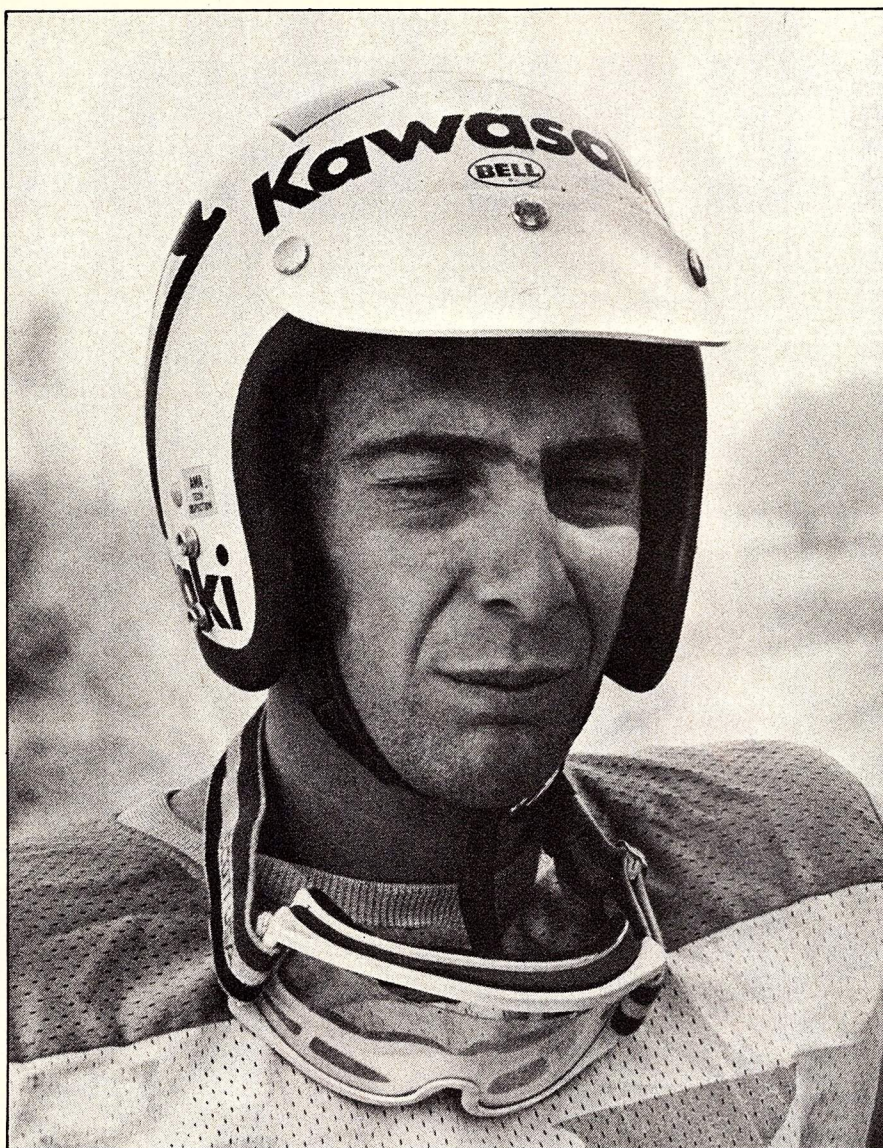
shop in Ohio. I know that right away; couldn't miss it after being introduced to Newman, Rick Saltzman, Bob Applegate, Laid Back Lonnie, Rolly Dauksch (it was his van we were in; he was worried about it too), or Jeff, who gets in trouble when his nickname is used.

Anyway, the Commander starts working on Jimmy's bike. In another corner, Stig and Lars are ripping apart the other two bikes. They don't stop with the stripping. Torches appear.

Jim Felt is busy. Consider that Sunday in the pits, he changed the forks, changed a rear tire, changed jets twice, cleaned the bike once, changed top ends twice, checked the air cleaner, topped it off a couple of times, and put on new footpegs. Now consider the stuff that gets done in an actual shop.

Also add a problem. No one likes the new 401s. Not that they're bad,





This is Jim's rider; he's also the National Open Class Champion.

but they're different and none of the riders wants to make a change now. But Kawasaki is the paymaster and they must ride the new GP bikes; this is testing for the production bikes to be made next year. Each rider has a first bike, then there's a back-up bike, and Jim also brought along Jimmy's National Championship bike. All must be ready.

Come five o'clock and there's another adventure starting.

The Kawasaki truck is broken down in Indiana and someone has to go fix it and bring it back. It's full of spares, the machine shop, all kinds of necessary items. It's up to Jim Felt, so he and Pete Kuhn, a Dodge mechanic friend of Jim's, leave for Indiana that night.

On the way, I find that my ticket-avoiding in New York is definitely stone age, because Pete Kuhn is equipped with a CB dialed into channel 10, the trucker's helper.

All the way there, it's like this: "Breaker, breaker. This is an outlaw, headin' west on 70. Any word on Smokey?" You have to develop an ear for sifting the information out of the static and the abbreviations, but it's there. "Outlaw, what's your 20?" "I'm just passing the Mile 73 marker. Any bears out there?" "Smokey on the move, heading east, at Mile 68," comes back.

Pete knows all the words and all the moves. It gets heavy out on the Ohio and Indiana highways. Some are just using their radios to gossip or swap score stories, but Pete and the other truckers are interested in making serious time and chase the rest off the air. From then on it's information about Smokey the Bear (because the Ohio State Police wear those funny hats), the County Mounties (sheriffs and deputies), or the Local Yokels (city police).

The result is fleets of trucks movin'

along and then slowin' to 50 just as they go by a car sitting under a bridge. Sometimes it all comes together just right, like when a trucker called Appleknocker had someone behind him and Pete just in front: "Appleknocker, this is Outlaw; as long as you've got your backdoor and I've got your frontdoor, why don't you put your hammers down?"

And away we go. It works; about a third of the big rigs on the road have those long, long antennas sticking out of the cab. Sure, some of the police listen too; we heard one on the air say he'd pick up the four-wheelers, just citizens in cars. Pete says there're even girls working the Interstates with CB-equipped cars.

(Just a little bit of Americana I thought I'd slip in here.)

We get there, where the Team Kawasaki truck is stashed on a big K dealer's lawn. Because Pete assumed that all manner of tools were in the truck and Jim assumed that Pete brought all the necessary pieces with him, we run into problems immediately. Even the generator stops and Jim Felt chips a tooth trying to get the cap part off a spark plug. Oh well, back to Dr. Wolsink.

We get saved by Rick Hilling, a young racer who works for the Indiana dealer. He spends the entire night running all over this little town of Centerville looking for breaker bars and big sockets, or else just picking up coffee his mother is making for the effort. We survive, jury-rig the truck, and split.

It's sunrise by the time we get back to Columbus.

After a couple of days of this, I'm beginning to suspect that being a factory wrench is not the most pleasant job in the world, so I ask Jim about it.

\* \* \*

It's different from working in a shop as a mechanic. You're not talking to a shop owner, or a bike owner who doesn't know shit about the machines. You're dealing with the engineers who designed the bike from a piece of metal up.

And the riders tend to blame you — well, not *blame* you, but you worry so much about the bike breaking . . . Especially when he's in the lead. When you've got the fastest bike and the best rider, you know that all he has to do is finish, and it's your fault if he doesn't. The mechanic knows that. The tension is



# Start with a



©1975 AHM



# n advantage.

## The Honda XR-75 K2 and MR-50.

If you're a young man just beginning to ride, or race, Honda has two mini-motorcycles that can help give you a head start. The powerful XR-75 K2 shown at the left with Jeff Ward aboard. And the smaller, but no less exciting, MR-50 inset on the right.

Let's start with the XR. Jeff Ward recently rode a modified version to his third consecutive national minibike title. It was the XR's third consecutive title, too.

The new Honda XR-75 K2 is racier than ever. You can't miss the wild styling of the rich black frame, silver fenders and racing-red tank with the famous Honda Wing. Power



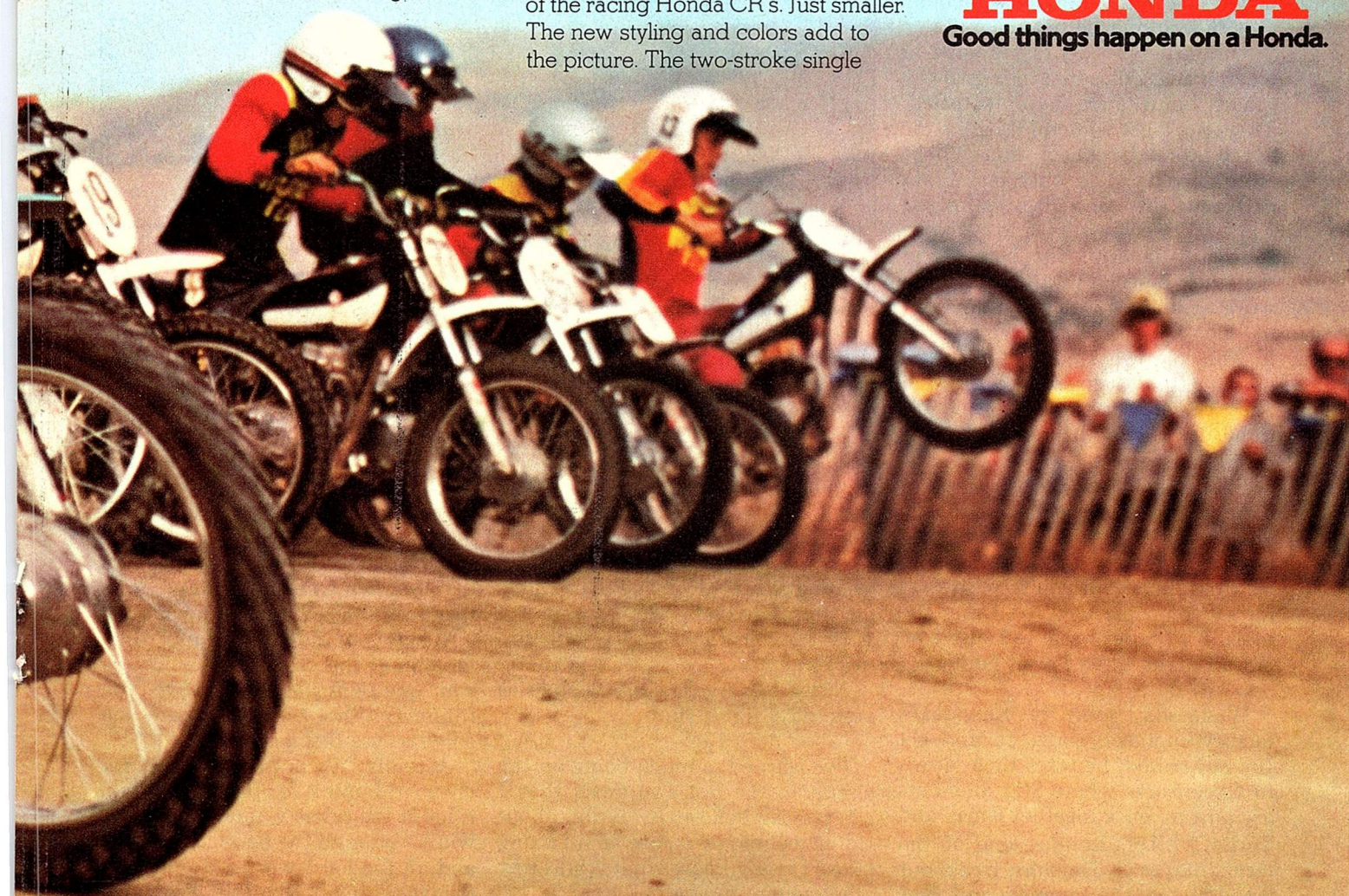
to get you off the line in the lead comes from the reliable Honda four-stroke 72cc single-cylinder engine. Handling features specially designed for younger riders help keep you in the lead—easy-shifting four-speed trans, smaller clutch and brake levers, single-contoured seat, junior-sized motocross-type handlebars.

The MR-50 has the look and feel of the racing Honda CR's. Just smaller. The new styling and colors add to the picture. The two-stroke single

provides just the right amount of power for smaller riders. And a special Honda feature—the four-position throttle stop—allows a parent to set the maximum power output to the rider's ability.

Both the MR-50 and XR-75 K2 come with knobby tires, teathed steel footpegs and quiet USDA-approved spark arrestor/muffler systems. Of course, both have the quick Honda ignition cutoff switch for safety. And all this is just for starters; both have a lot more to offer. See for yourself at your nearby Honda dealer's. But don't delay. Because both the XR-75 K2 and MR-50 have the advantage of being able to move out fast.

**HONDA**  
Good things happen on a Honda.





tremendous.

From the time the two-minute sign goes up, to the end, you're nervous, *really* nervous. In between motos you're still nervous because you're preparing the bike to go through another round of the same thing.

Then, in some cases, you get other responsibilities. Like whenever Jimmy gives a riding school, he likes me to be there . . . .

All kinds of little things get on you. If you had one big job to do, it wouldn't bother you, but it's never that way. When you're by yourself, you have to go get your own parts . . . .

And this truck; it's all my responsibility. There're no boundaries to what I have to do to get the motorcycles there and shaped by Sunday.

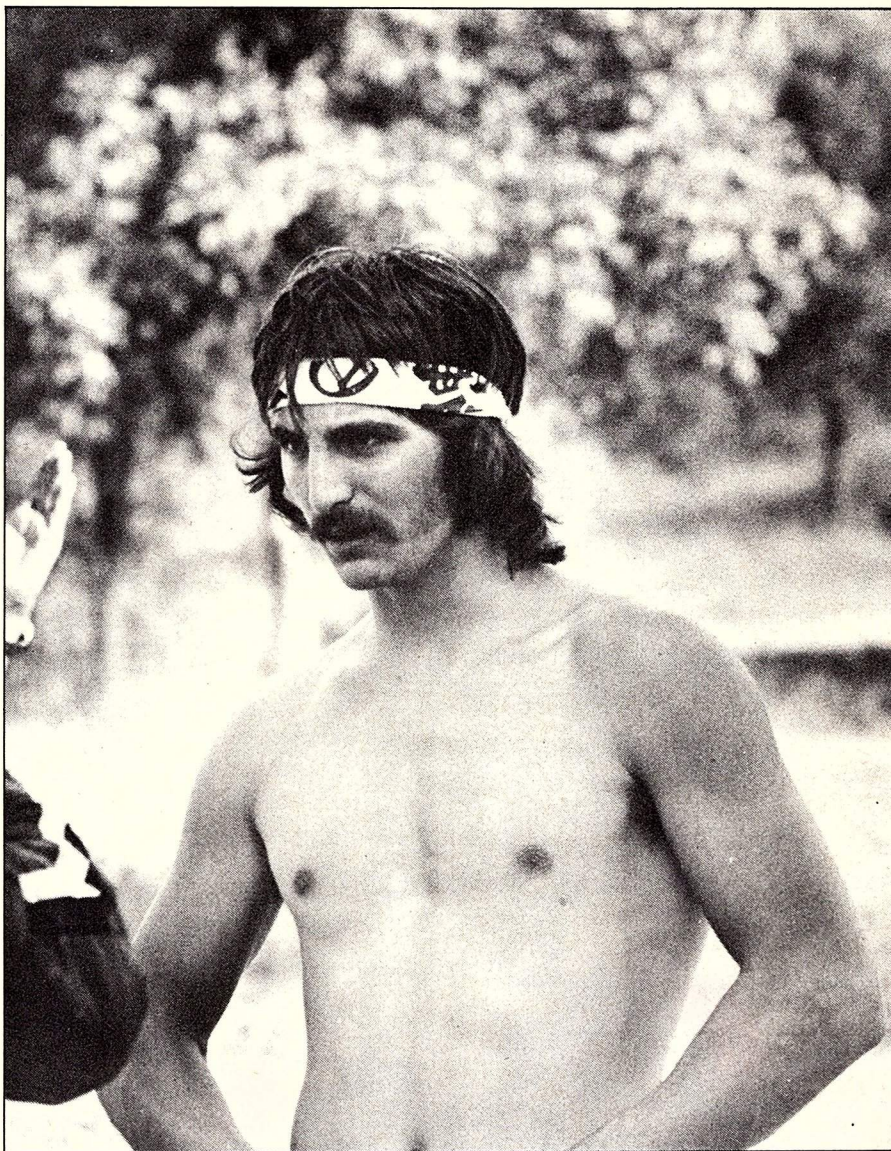
And then doing the Trans-AMA, I have to look after the Swedes and help them too. Steve Johnson is the team coordinator, but he's only here during the weekends; the rest of the time I'm alone.

But I think I'm different; it all drives me nuts. Maybe somebody else, it wouldn't bother them.

And dealers — I'd rather work at a motel — it's nice that they give you space, but they're never satisfied. They can't get something from the distributor, so they must have factory parts. The only one that's different is Bob Newman at Kawasaki Cycleworks. And everyone is always fingering the bikes — at the track especially, and while I'm working on it, I don't like anybody to touch the bike. I'm nervous about it. They're always coming over and working the levers or the throttle, and I've got everything adjusted just right. You always have to watch the people in the pits.

Probably *the* most pressure happens when you go home between series and series; you can't get anything done. You have more facilities there, but you have to wait for other people who are using the tools. It's harder because I also stay out all night when I'm at home.

Wednesday some of Kawasaki's factory engineers show up and get Jim out of bed; he takes them down to Cycleworks where Stig and Lars are putting back together Chris' and Torlie's bikes. Lonnie, one of the mechanics at Cycleworks, freaks out when he sees the Japanese and runs



That's Brad, modeling his running clothes.

around with a metric adjustable demanding to know which of the engineers designed the F-5. Either they don't understand enough English, or they pretend not to; in any case, they escape.

Jim starts in on Jimmy's GP bike, beginning the complete race preparation scene, down to the frame and looking for problems, into the cases and examining bits.

Seriousness ends around six in the evening when Bob Newman lights off his Kawasaki Z-1 Yoshimura 1132 and fills the shop up with tire smoke.

At least every day isn't as bad as yesterday, right, Jim?

I've learned so much being on the circuit in the last two years that I can't even believe it. A lot about riding techniques, more about fixing bikes; I really know what works best when you're racing.

You meet a hell of a lot of people — it's a good way to get to know important people — and women. There's also a reward in that everywhere you go, you learn something new — even if you've been there a hundred times, you learn something else about the state, or about the U.S.

And I've got some amount of status now; a lot of people congratulated me when Jimmy got the Number One plate. Since then I've been offered a lot of jobs.

When your rider is Number One, sometimes the other mechanics ask you questions: What oil are you running? What kind of tire are you going to use this week?

Actually, it's not so different for me now, but it is for Jimmy, I think. A lot of the riders wanted to see him win — after all the bad luck we had and all the hard work we put in at the beginning of the year. We never





Tim Smith, Kawasaki's Racing Manager.

went to parties. Jimmy worked out and I worked on the bike. I would take it in the motel room with me and work on it. Sometimes I'd get up in the middle of the night and work — some trick little thing I dreamed . . . . If you're alone with the bike, there're no distractions, no one to talk to, and you want to work on it. I like to do trick little things that the other mechanics will notice and talk about.

Of course when he won, Jimmy gave me a big bonus — from him, not from Kawasaki. Riders give part of their purses to the mechanic, you know. Some get ten percent, some get 20 or 30, some get nine; it depends.

\* \* \*

By Thursday, Jimmy's motor is completely apart and the Commander finds that it wasn't piston seizure that stopped Jimmy at Unadilla; the lower con rod bearing





went. Things are really busy at the Cycleworks now; the Swedes are really getting into ripping engines apart, more engineers have shown up, and Kawasaki's suspension expert, Walt Axthelm, has come from Santa Ana. Walt has some super shocks for Jimmy's bike; he's gone in the complete opposite direction from forward-mounted shocks and installed what look like two-foot long shocks way back on the swingarm. The Swedes, especially Torlief, keep coming over and checking the bike out. "Have you more of those?" Nope.

Jimmy comes in too. And Brad and Lori, with Sideways, their dog. All the mechanics are inside engine cases. All the riders are bouncing up and down on their bikes, playing with suspensions.

Steve Whitlock stops in to grind a piston for Rex Staten's quadra-stroke.

Several man-hours are lost on a Hop Rod, a demented gasoline-powered pogo stick. More hours are lost to Brad's Husky-fied mini. There

are Swedes in clogs bouncing on the Hop Rod; there are Swedes in clogs pulling wheelies on the mini. Jim Felt is working quietly in a corner.

Just to help him along, I distract him by asking about other mechanics in the business; who are the ones that everyone recognizes as good?

Bill Bushca is the first one I think of; he's Pierre's mechanic and Pierre got Number One last year with hardly any breakdowns. Then there's Roy Turner for Honda; Tuner Turner is Rich Eierstedt's mechanic. He's good; you can tell because he takes pride in his work. Steve Whitlock, Rex's mechanic, is damn good. He was Yvon DuHamel's mechanic until the first of the year — you can't get much better than Steve.

Art Bauman's mechanic is Jeff Shettler; he's probably the best in the world.

There's Ollie Pettersson, but he's not really a mechanic; he's an engineer. Stig and Lars, they're

good . . . .

And when it comes to motor building, Cliff White — he's Jan-Eric Sallqvist's mechanic in Canada. I used to have a porting and pipe business with him — Moto Products — and he did all the porting.

Don't forget Walt Axthelm. He's one of the best too. Everyone knows that. A real good suspension man....

\* \* \*

Friday, Jim went in early to finish Jimmy's GP bike. There's some amount of tension developing now that Sunday is getting closer. The Commander is beginning to show signs of strain. Torlief isn't helping any; it gets obvious why Torsten Hallman nicknamed him the "Muhammad Ali of Motocross." Jim threatens Torlief with a wrench. Torlief threatens back.

Things calm down and everyone loads up to head for a local farm to practice. It's Bill Hoover's place, the home of the Central Ohio Woods Riders, he says, and he insists that he would have disked it if he had known everyone was coming over.

Everyone starts riding, even all the personnel of the Cycleworks. No one is apparently minding the store, because even the secretary came out to watch.

Christer looks good, but he blows a crank seal. More work for Stig.

Brad comes out and strips down to do some running. Everyone says that Lackey's got his head straight lately. Not so. It always was. He's just gotten so much better that it surprises people.

Torlief looks flashier, but he says that neither front or rear works well, especially the rear.

Jimmy starts slowly. "He won't be going fast until the sweat starts to show on his jersey," Walt Axthelm tells me. Weinert does get going, but the rear on his GP bike is too soft. Of course that's better than too hard. Still.

Jim makes a couple of jet changes. Then the pipe breaks. The clutch doesn't work. Jim'll have to rip it apart again tonight or tomorrow before we go to the track.

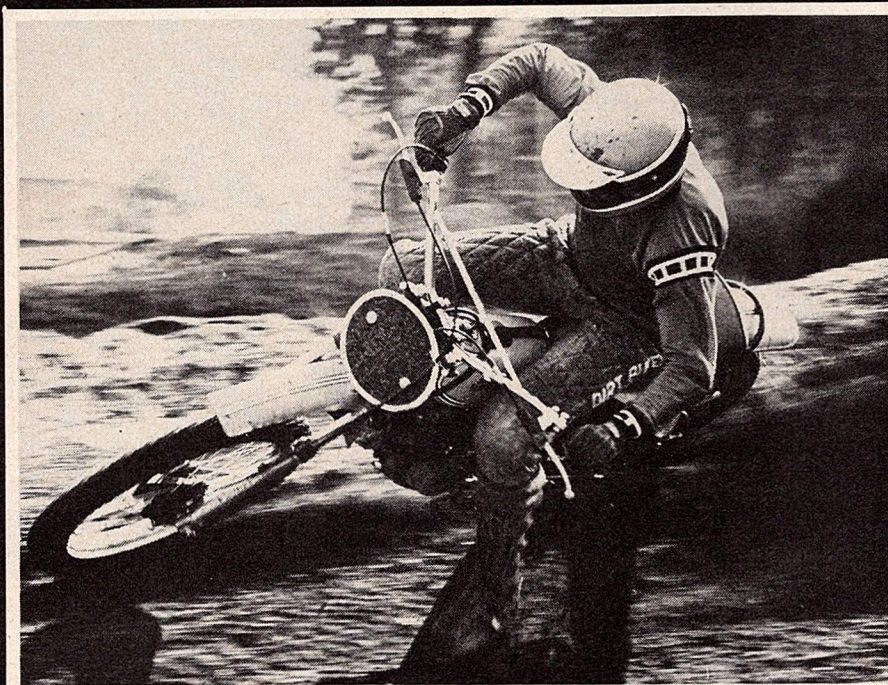
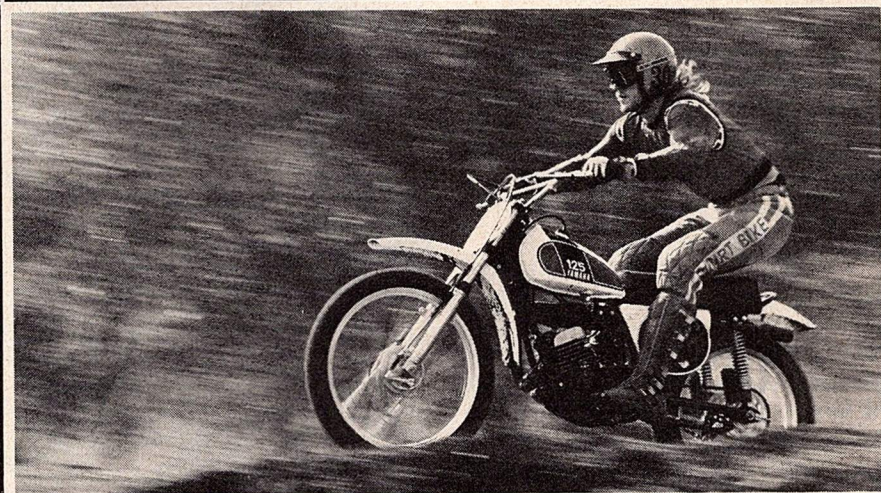
Jimmy rides some more and then while Jim is taking a plug reading, he sees a frame fracture. "Oh well, back to the National bike," says Tim Smith, the racing manager. "You broke a frame here?" from Brad, "I wouldn't motocross that thing."

Jim Felt tells them all not to

*Cont'd. on page 76*



## 125 MOTOCROSS SHOOTOUT



Welcome to Wide World of Shootouts. This is Maurice Motormouth speaking to you from Tombstone, Arizona. We have a really big one for you. The bikes have been meticulously prepared by R&R setups and await their riders. We can see the Hondas over by the water trough. The Yamahas are up by the livery stable. Looking across the O.K. Corral we can see Team Honda forming up.

"Oh, Doc. Doc Holliday. Have a minute before the showdown?"

"(Hick!) Why (cough) sure."

"Doc, if we can get you away from the trophy stand and Miss Ovi for a moment and over here by the camera."

(Hick. Stumble. Cough.)

"Yup." (Cough.)

"Are you all set, Doc?"

"Wyatt and me are ready for a fight if those Clantons want one.

And we don't care whether they ride MXs or YZs. Our (cough) Elsie's will (hack) buzz 'em off." (cough)

"Wyatt, Wyatt Earp. Over here please, Wyatt. You had the best qualifying time yesterday. Ready to put it to them?"

"Yup."

"Looking forward to a good shootout?"

"Yup."

"I notice you switched from the

Two Yamahas and a Winner

# YZ vs. CR vs. MX

by the Staff of DIRT BIKE



shaggy chaps you wore in practice yesterday. Is that because they caught in your countershaft sprocket?"

"Yup."

"Just a minute, Wyatt. I have word that the Clantons have just appeared at the opposite side of town and are walking toward the corral. For a further report on that, take it away George Blimpton, in the Wells Fargo airship."

"I'm just sittin' on a fence, people say I got no sense . . . what, what, oh, I'm on camera? . . . Looking down I can see Ike Clanton leading the way. Everyone in the gang has on brand-new Bell Stetsons looking for that big contingency paid to all survivors. Young little Billy Clanton is sneaking a few last-minute glances at *How to Win Shootouts* by Bailey the Kid and Carl Shipman. They're walking over to the Yamahas now and there seems to be some confusion over who is going to ride the YZs. Ike just pistol-whipped Billy who is evidently not going to be riding a YZ after all. Far out. Back to you, Maurice."

"We have just a few minutes here before the shootout begins. Let's tune in our remote microphone and see if we can pick up some last-minute conversation."

"Dammit, Virg, I told you not to wear your spurs. Morgan, where's your Hang Ten bib?"

"Quit (hack) (cough) (cough) complaining, Wyatt. The boys'll do OK. Let's get this over with. The Oly's (hack) waiting."

"Doc and the Earps have kicked over their Elsinores, adjusted their Jofas and tied down their holsters. We'll be cutting away to George now for an aerial play-by-play. May the best bike win. Take it away, George."

#### WHAT'S NEW ON THE 1975 HONDA CR125M ELSINORE

Porting has been changed.

Stouter shafts for the shocks. Internal damping remains the same.

The non-metallic swingarm bushings have been modified for closer tolerances in an effort to eliminate the wiggles.

The new swingarm is thicker walled for more strength.

Lighter DID aluminum alloy rims.

The kickstarter pedal has been widened.



There's a new spark plug cap.

A larger foam air filter.

The side covers, red with a black number oval, pop on with a stout rubber tension band, which replaces the two bolts used last year.

The new pipe is shorter and has an internal silencer.

Spring-a-ma-things have been fitted over the rubber accordion dust covers at the bottom end of both brake cables.

The chrome moly bars are painted black this year.

There's a kill button, not a switch, mounted just in from the left handgrip.

Tops of forks (externally) have been changed.

Gas tank striping is red.

#### WHAT'S NEW ON THE 1975 YAMAHA MX 125B

Aluminum rims (DID) replace steel items.

The paint is white with red and black trim.

#### WHAT'S NEW ON THE 1975 YAMAHA YZ125B

The paint is yellow with black and white trim.

#### HOW THE YAMAHAS DIFFER

Paint.

Weight. The YZ is nine pounds





and plain old steel on MX.  
Price. The YZ costs \$99 more.

## COMPARING THE MACHINES OBJECTIVELY

All three engines use the 56 x 50mm bore and stroke configuration, which figures out to 123cc. The carburetors are all 28mm. Yamaha uses Mikuni. Honda uses Keihin. The CR and YZ use pre-mix. The MX uses oil injection and pre-mix.

The YZ has the lowest (highest numerical) gearing with a 14/47 ratio that figures out to 3.36. Next comes the CR with a 3.27 (15/49 ratio). The MX has the tallest gearing, a 3.13 (15/47) setup.

The CR has a six-speed tranny. The Yamahas are five-speeders. First, second, third and sixth gears are taller on the CR. YZ ratios are: 2.83, 2.07, 1.61, 1.32, 1.14. MX ratios are 2.83, 1.88, 1.37, 1.09, 0.96. CR ratios are 2.13, 1.61, 1.30, 1.09, 0.95, 0.88. That explains everything, doesn't it?

The YZ and CR have lighter, stronger (right up to the moment they snap) chrome moly frames. MX uses good old mild steel tubing. It's heavier but it will bend before it will break, generally.

CDI on the CR and YZ. The MX uses points.



lighter.

Porting. The YZ pulls more rpm and makes more power. The MX has a milder, wider power response.

Frame. The YZ is chrome moly. The MX is mild steel.

Engine lubrication. The YZ is pre-mix. The MX uses oil injection and pre-mix for racing.

Gearbox. Same first gear. Second through fifth are higher in the MX. Ratios are closer in the YZ.

Gearing. MX is geared taller.

Gas tank. YZ has zooty strap number that holds .15-gallon less.

Ignition. YZ is CDI. The MX is flywheel magneto.

Little bits and pieces. Made out of aluminum and magnesium on the YZ

All three bikes have aluminum alloy wheels. The Honda has re-designed lighter DID's. The YZ has Takasagos; the MX has DID's. All three bikes have two rimlocks on the rear. Both Yamahas have two locks up front, Honda only has one. Wheels on all three bikes shed mud.

Both Yamahas have up-pipes. The YZ's has an internal silencer. The MX has an approved spark arrestor/silencer welded on the end of the stinger. The new CR pipe is a down number with an internal silencer.

With one gallon of gas the CR is the lightest at 187 pounds, followed by the YZ at 190 pounds and the MX at 199.5 pounds.

Left-side kill buttons on all three











bikes.

Fenders are flexible plastic on all three bikes.

Suggested retail prices on the West Coast provided by the manufacturers were: CR \$892, MX \$896 and YZ \$995. Bite into a marshmallow, polish your WIN button and compare them to the suggested retail for the 1974 models: MX \$708, CR \$749 and YZ \$820.

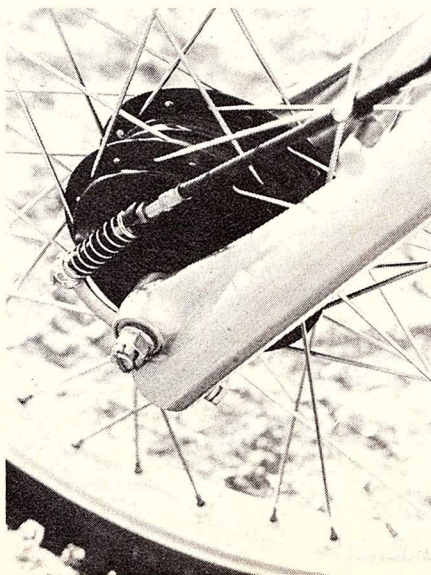
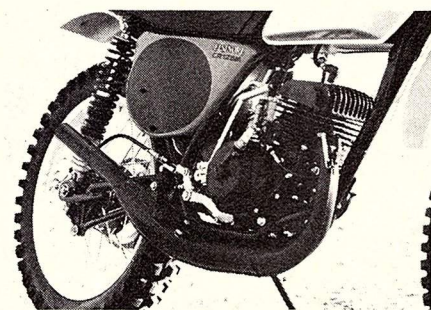
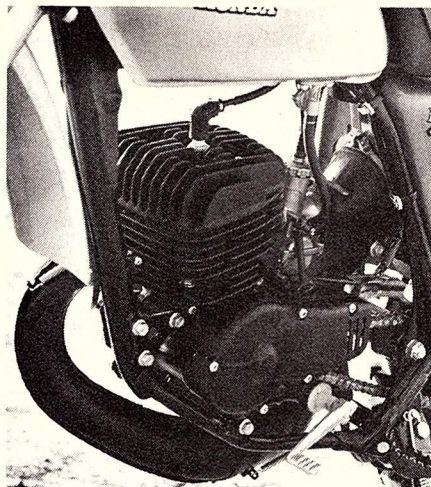
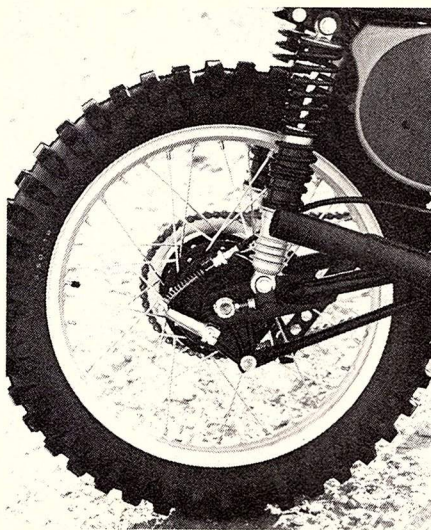
### COMPARING THE MACHINES SUBJECTIVELY

The MX has the widest power range by far. The YZ comes on a bit sooner than the CR but the CR comes on stronger when it comes. Both the YZ and CR like to be kept in their power ranges, otherwise they will bog. The new pipe on the Honda does help; it pulls lower than last year's model, making it less likely to instantly bog if you drop off the pipe. It seems very similar to one of last year's models with a Skyway or J&B torque pipe attached.

While the YZ got on the pipe sooner, the CR power was more responsive and thus smoother, or as they say, it put it to the ground. Through the whoops the Why Zed had a tendency to pick up revs and go crazy at the least likely moment — much to the rider's bewilderment or panic, depending on personal stage tuning. Everybody seemed to feel that the power range of this year's YZ was much better than last year's, when it turned into a screaming yellow zonker at about 8500 rpm with little happening before. And yet, according to Yamaha, there have been no changes in the engine. Peculiar.

The MX has a trailbike power range and Yamaha has thoughtfully provided the spark arrestor to make just such an application hassle-free from the feds, provided you don't litter. The wider transmission ratios help out for trail applications too. Throttle response on the MX was noticeably sluggish when compared to the other two bikes. The autolube is the main suspect. The throttle is mechanically stiffer to turn, and the rider tends to twist it with less vigor against a greater resistance.

Drag racing saw the CR a slim winner over the YZ, with the MX in firm control of third spot. The YZ could handle second-gear starts. First was used with the CR; it was the more difficult to get off the line



with consistency.

We also dragged the Elsinore against a Kaw 125. We let a couple of Baja winners, Al Baker and Dick Miller (who races with his more obscure riding partner, Preston Whazzhisname) handle the chores. Twenty six hundred passes proved that the two bikes were about even, but the Kaw with its grunt was easier to get off the line consistently. Finally we all walked away yawning a lot, leaving Dick and Al alone for another 1211 passes. They may be out there yet.

Suspension. Bravo Honda. Boo Yamaha.

The Yamaha forks are not impressive. The Honda's are good. In fact, Tim Witham, resident suspension wizard at S & W, took a look at the readout on his suspension dyno a while back and decided he'd be wasting his time trying to come up with an accessory fork kit for the CR125, so he made one for the 250 instead.

The YZ forks were softer and worked better than those on the MX. The CR riders didn't have to absorb front-end jarring through the handlebars like the Yamaha riders did. The hot riders didn't want to try tucking the front end into a turn with the MX. When they did with the YZ, it wanted to wash out. The MX forks kept bottoming and topping. They definitely need heavier springs.

We felt that the shocks on last year's Elsinore were possibly the finest stock item available. This year's utilize the same internal damping with stronger shafts. Just climb aboard and boogie. If you crash it's your fault.

Which leads us to a discussion of the Yamaha shocks. Same old bleep. We got hydraulic lock on both Yamahas. They're also outrageously oversprung, even for 200-pounders. Try to follow the CR aboard a Yamaha down a whoop section. If you can stay with it with the stock shocks, all it proves is that you have more spheres and an abounding lack of interest in survival. No comparison at all.

Front binders on all three machines are strong and responsive. Yamaha front stoppers have long been admired and the Honda CR items are on a par with them. It's a toss-up, really.

Sternward, however, it's a different situation. Honda's cable

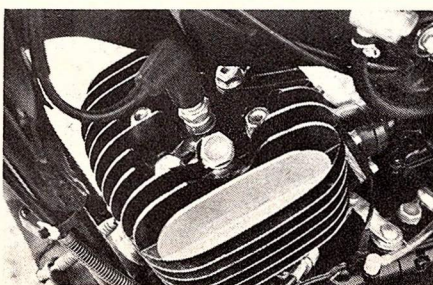
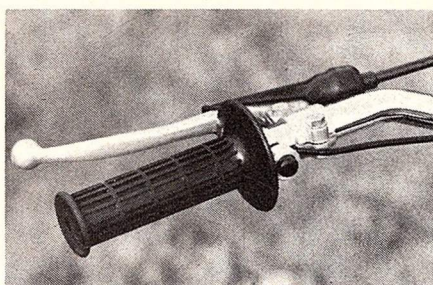
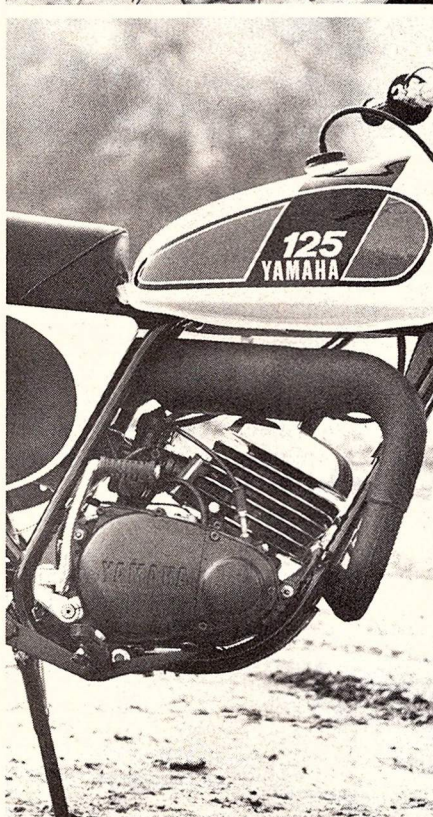
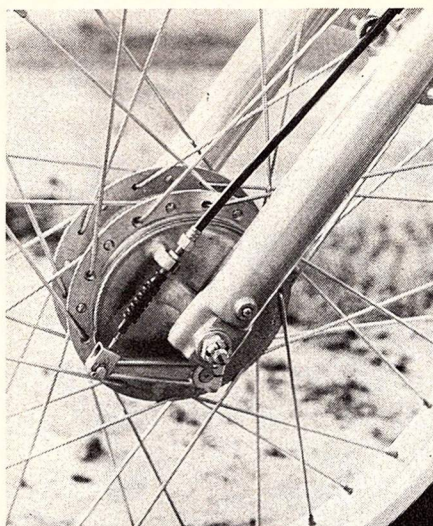


setup beats the Yamaha rod numbers. Oh, the Yammies are strong enough, but proceed from off to lock-up at a geometrically progressive rate. The CR's offer a good feel. The Yamaha's brakes require some concentration to avoid stalling the engine (particularly the YZ) or scooting the rear end out too far during hard cornering applications. There are numerous alternatives for curing the rear binders on the Yams. File grooves in the friction surface, bend the rod, shorten the rear hub brake lever (see Bits & Pieces, November, 1974) or switch brake components (see Hot Setups this month). With so many alternate solutions floating around it's obvious there are a lot of folks not all that happy with the production setup.

Heeding feedback, no doubt, Honda went to a larger, better-breathing air cleaner this year. Only problem is they had to fit it in the same cavity where last year's smaller item resided. Result, the larger foam filter requires a surgeon's touch to install or remove.

Getting to the filter on any of the bikes is a snap. It's a snap literally with the Honda. A large black rubber band snaps off two hooks and that's it. One Dzus fastener secures the Yamaha side panels. Then you peel off a rubber cover held on by the magic bonding power of grease to get to the filter. Spinning off a wing nut releases the filter. You need very long, weird jointed fingers to loosen that wing nut. It's simpler to remove the seat. You'll probably want to keep an eye on that rubber arrangement with the Honda, particularly in smoggy locales. Rubber rots out here in sunny So Cal, along with, unfortunately, our lungs.

All three bikes use 2.75 x 21s up front and 3.50 x 18s on the rear. Our Honda had Bridgestones on it, the MX had Yokohamas and the YZ had Dunlop Sports. Jim Connolly gave the side knobs on the Bridgestone a careful examination. He felt that they actually stuck a bit too much for some maneuvers. He talked about having the CR laid over and still getting enough bite to almost bog the engine. He said he could keep revving the Dunlops because they weren't grabbing. The super-fast riders agreed that the YZ would be better for sliding smooth corners because the CR gave them too much traction.



All the bikes were easy starters. The MX never came close to loading up. The CR loaded once when the rider allowed it to bog on a steep, sharp, uphill turn. We also had a curious experience with the CR the first time out. Everybody was standing in line holding their numbered stub waiting for their ride on the CR. (Very popular bike.) Rider A would come in, turn it off while Rider B would leap to his feet salivating noticeably, pour in some gas, give the external working parts a quick cursory glance to make sure the swingarm hadn't fallen off or something equally drastic, and then boot away. About a half-dozen times during the day the bike started all loaded up and it would take about a minute or a minute and a half to clean out. It never did it again after the first day.

Only waterproofing problem we had was with the YZ. Running through a puddly portion of whoops it would sputter, clear itself out and do it all over again the next time round.

Almost forgot to mention the things like clutches and shifting gears. No complaints at all. Hardly anybody missed any shifts anytime. The CR got the nod for best shifter. It is advisable to back off a nanosecond when shifting the CR under power without the clutch. Some riders mentioned they couldn't feel the YZ shift.

Rider comfort is a personal-type thing, but almost everybody hates pain. A form of pain is induced by the Yamaha hand grips. The Doherty replica Honda grips were much softer and didn't chew up anybody's hands. Some riders thought they were too narrow.

One tester recommended the Yamaha gas tank design for the Eunice Eunuch Memorial Crunch in the Corners Award. Most felt the Yamaha MX pegs were too high, giving a squatty sitting on top of the bike feel.

## COMPARING THE RIDE

"Aw, it's bitchen," is how George put it when pressed for a comment or two on the Honda. Charlie took it to the site of the First and Last Annual Riverbottom Grand Prix and came back muttering it was better in the sandy berms than his Hare Scrambler. Al Baker rode it and rode it and when asked to critically



comment he said the grips were too narrow.

It would shake its head a bit in the sand at speed but nothing to get uptight about. Neat whoopdie machine. The suspension lets you gas it over the bumps almost like it had the rear end moved up. Make a mistake and just flick the front end around. It just may be the ultimate Feather Flicker, buzzing from corner to corner. Keep the power on and you can slide it until you get the giggles, it feels so good. Or give it the old square-off treatment and bazooka to the next corner. You don't necessarily relax on it and it seems like you're always shifting, but you sure can have fun.

When it came to riding the stock Yamahas, there was quite a line waiting for the Honda. The Yamaha suspension really wears you out.

### MISS AND POAN DEPARTMENT

The Honda had a burr on the kickstand that made it stick out like an outrigger. Also, the adjuster bolt for the rear brake loosened up and backed out, locking up the rear brake on a downhill, much to George's consternation. Then there were the Yamahas. Both bikes had to go back after one day of riding for some more fettling. While kicking through the YZ, something went amiss. The idler gear, which apparently had been tightened too much at the factory, froze on the shaft.

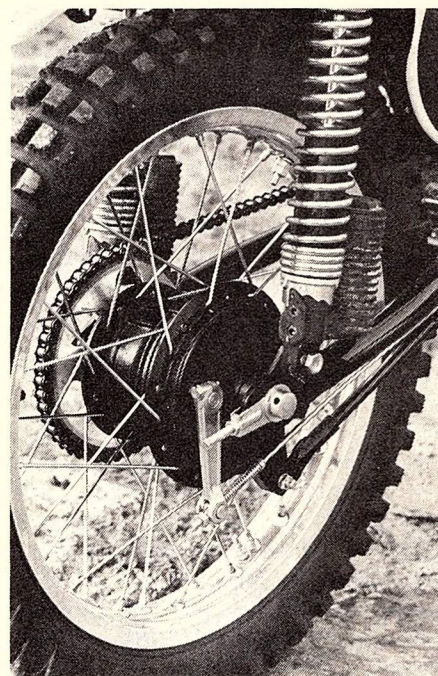
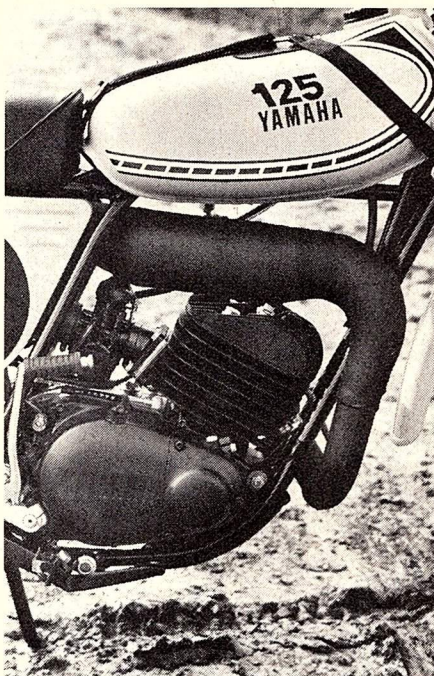
The situation with the MX was a bit different. The throttle stuck wide open on a fast section of the track with Charlie aboard. Being a clever young fellow, our Bits & Pieces Editor immediately went for the kill button. It was then that he learned the kill button was not hooked up and that a Bell Star does wonders at protecting your bridgework after a short trip over the bars. The kill buttons on both Yams weren't hooked up. Since the crash tweaked the forks it was necessary to return the MX too. It was then that we noticed that the swingarm bolt was also missing on the MX. Oh, well.

Oh, yeah. When we got the MX back the choke didn't work.

### BITS & PIECES

Saddles on all bikes were unobtrusively acceptable.

CR still has all its forged aluminum



goodies. Clutch and brake levers and pedals, and triple clamp.

There's a white plastic doodad wrapped around the shifting shaft on the CR to protect against chafing by the chain.

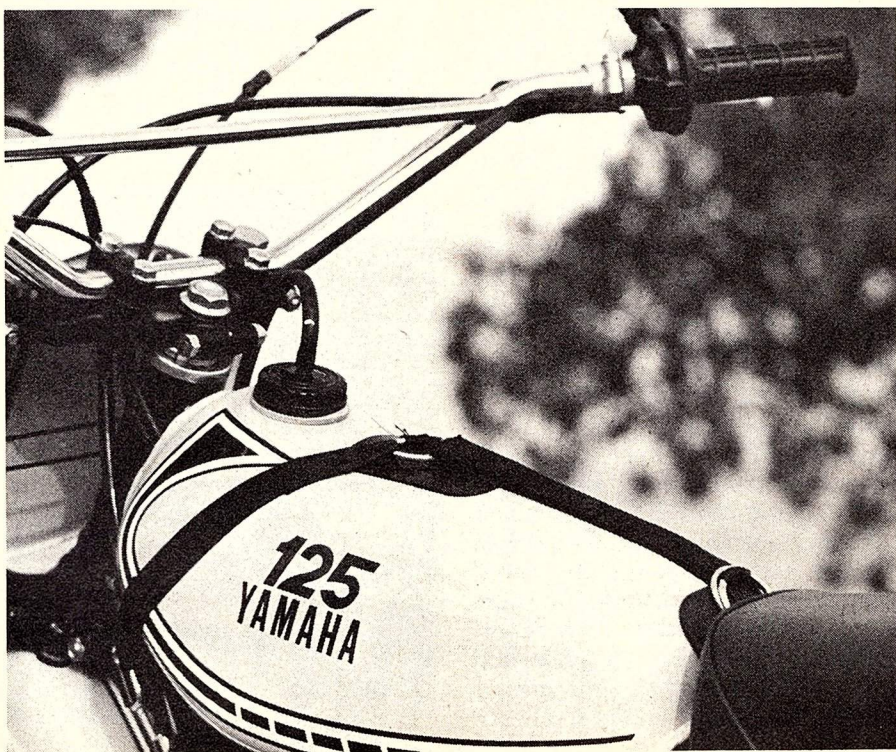
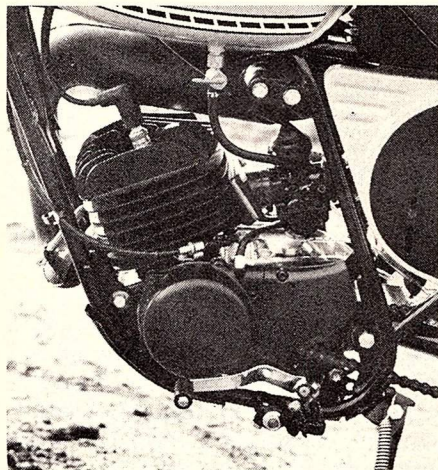
Folding footpegs on the YZ fold a little. MX pegs fold about 45 degrees; CR pegs about 90 degrees.

MX is quietest, YZ and CR are piercing on the ears.

MX and CR tanks hold 1.6 gallons. YZ holds 1.45 gallons.

No warranty on any of the bikes.

In 1882, Tombstone was the third largest town west of the Rockies.





## HONDA CR 125 M1 ELSINORE

PRICE (retail, approx.) \$892  
ENGINE TYPE: Two-stroke single  
DISPLACEMENT: 123cc  
BORE & STROKE: 56mm x 50mm  
COMPRESSION RATIO: 7.6:1  
CARBURETION: 28mm Keihin  
HP @ RPM: No figure claimed  
CLUTCH: Multi-plate, wet  
PRIMARY DRIVE: Helical gear, 4.00:1  
TRANSMISSION RATIOS: 1) 2.13:1  
2) 1.61:1  
3) 1.30:1  
4) 1.09:1  
5) 0.96:1  
6) 0.88:1

FINAL DRIVE: 428  
15-tooth countershaft  
49-tooth rear sprocket  
AIR FILTRATION: Oiled, polyurethane  
foam, looks like Twin-Air replica  
ELECTRICAL SYSTEM: C.D.I.  
LUBRICATION: Pre-mix  
RECOMMENDED FUEL: Premium  
FUEL CAPACITY: 6.06 liters (1.6 gallons)  
FRAME: Semi double cradle  
SUSPENSION: Honda forks  
18.21 cm travel (7.1 inches)  
Honda shocks  
10.51 cm travel (4.1 inches); measured  
at the rear axle (claimed)  
WHEELS & SPOKES: DID aluminum,  
steel spokes

TIRES:  
Bridgestone 2.75x21  
Bridgestone, 3.50x18

DIMENSIONS:  
Wheelbase: 137.22 cm (53.5 inches)  
Clearance: 19.75 cm (7.7 inches)  
Seat height: 82.84 cm (32.3 inches)  
Weight: 81.6 kg (180 pounds);  
weighed with oil and one gallon of gas  
45.6% on front wheel  
54.4% on rear wheel

BRAKES: Cable-operated drum, front  
Cable-operated drum, rear

SILENCER: Yes, fairly loud

SPARK ARRESTOR: No

PRIMARY KICK: Yes

WARRANTY: No

PARTS PRICES:

Piston assembly: \$10.03  
Rings: \$7.34  
Clutch cable: \$4.70  
Cylinder: \$63.98  
Shift lever: \$14.36  
Brake pedal: \$14.93  
Clutch lever: \$3.78

## YAMAHA MX 125 B

PRICE: (retail, approx.) \$896  
ENGINE TYPE: Two-stroke, reed valve,  
single  
DISPLACEMENT: 123cc  
BORE & STROKE: 56mm x 50mm  
COMPRESSION RATIO: 8.0:1  
CARBURETION: 28mm Mikuni VM 28 SC  
HP @ RPM: No figure claimed  
CLUTCH: Multi-plate, wet  
PRIMARY DRIVE: Helical gear, 3.894:1  
TRANSMISSION RATIOS: 1) 2.83:1  
2) 1.88:1  
3) 1.37:1  
4) 1.09:1  
5) 0.96:1

FINAL DRIVE: 428  
15-tooth countershaft  
47-tooth rear sprocket  
AIR FILTRATION: Oiled foam rubber  
ELECTRICAL SYSTEM:  
Flywheel magneto  
LUBRICATION: Yamalube injection and  
30:1 pre-mix  
RECOMMENDED FUEL: Premium  
(Shell Super)  
RECOMMENDED OIL: Castrol R-30,  
Yamalube injection  
FUEL CAPACITY: 6.06 liters (1.6 gallons)  
FRAME: Double-cradle, mild steel  
SUSPENSION: Yamaha forks  
Yamaha Thermal Phase  
WHEELS & SPOKES: DID aluminum;  
steel spokes

TIRES:  
Yokohama, 2.75x21  
Yokohama, 3.50x18

DIMENSIONS:  
Wheelbase: 134.4cm (52.4 inches)  
Clearance: 25.1cm (9.8 inches)  
Weight: 90.5kg (199.5 pounds);  
weighed with oil and one gallon of gas  
44.4% on front wheel  
55.6% on rear wheel

BRAKES: Cable-operated drum, front  
Rod-operated drum, rear

SILENCER: Yes, not very quiet

SPARK ARRESTOR: Yes, approved

PRIMARY KICK: Yes

WARRANTY: None

PARTS PRICES:

Piston assembly: \$13.84 (incl. pin and  
circlips)  
Rings: \$4.86  
Clutch cable: \$3.08  
Cylinder: \$96.00  
Shift lever: \$3.88  
Brake pedal: \$5.28  
Clutch lever: \$3.20

## YAMAHA YZ 125 B

PRICE: (retail, approx.) \$995  
ENGINE TYPE: Two-stroke, reed valve,  
single  
DISPLACEMENT: 123cc  
BORE & STROKE: 56mm x 50mm  
COMPRESSION RATIO: 8.0:1  
CARBURETION: 28mm Mikuni  
HP @ RPM: No figure claimed  
CLUTCH: Multi-plate, wet  
PRIMARY DRIVE: Helical gear 3.894:1  
TRANSMISSION RATIOS: 1) 2.83:1  
2) 2.07:1  
3) 1.61:1  
4) 1.32:1  
5) 1.14:1

FINAL DRIVE: 428  
14-tooth countershaft  
47-tooth rear sprocket  
AIR FILTRATION: Oiled foam rubber  
ELECTRICAL SYSTEM: C.D.I., pointless  
LUBRICATION: Yamalube injection and  
30:1 pre-mix  
RECOMMENDED FUEL: Premium  
(Shell Super)  
RECOMMENDED OIL: Castrol R30,  
Yamalube injection  
FUEL CAPACITY: 5.49 liters  
(1.45 gallons)  
FRAME: Double-cradle, chrome moly  
SUSPENSION: Yamaha forks  
14.62cm travel (5.7 inches)  
Yamaha Thermal Phase 10.5cm travel  
(4.1 inches); measured at the rear axle  
WHEELS & SPOKES:  
Takasago aluminum, steel spokes

TIRES:  
Dunlop, 2.75x21  
Dunlop, 3.50x18

DIMENSIONS:  
Wheelbase: 135.9cm (53.0 inches)  
Clearance: 26.1cm (10.2 inches)  
Seat height: 81.3cm (31.7 inches)  
Weight: 83kg (183 pounds);  
weighed with oil and one gallon of gas  
43.2% on front wheel  
56.8% on rear wheel

BRAKES: Cable-operated drum, front  
Rod-operated drum, rear

SILENCER: Yes, fairly loud

SPARK ARRESTOR: No

PRIMARY KICK: Yes

WARRANTY: None

PARTS PRICES:

Piston assembly: \$13.84 (incl. pin and  
circlips)  
Rings: \$5.84  
Clutch cable: \$3.08  
Cylinder: \$98.00  
Shift lever: \$3.88  
Brake pedal: \$5.28  
Clutch lever: \$3.20

### BONUS POINTS

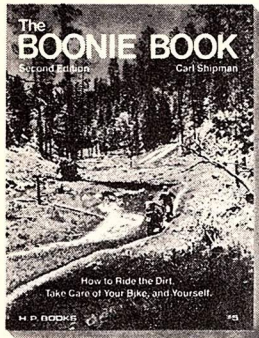
CR — best gas cap breather holder ..... 1  
MX — exhaust didn't stain fender ..... 1  
YZ — pretty striping ..... 1  
CR — six-foot-tall, color-coordinated Marty Smith inflatable doll ..... 1

### PENALTY POINTS

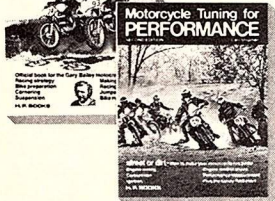
CR — tank decal crooked ..... 1  
YZ — no Ride Safely Preserve Nature decal ..... 1  
CR — no ads of Marty Smith running on beach ..... 1  
MX & YZ — no heat-absorbing glare-reducing black bars ..... 1



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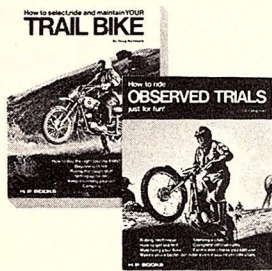


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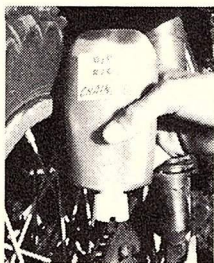
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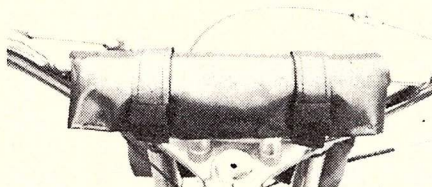
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## PHOOF

In summation we'd like to summarize as conclusively as possible our conclusion. We came up with three different categories because we realize not everyone is a professional class rider and different strokes for different folks and all that. After all, where would the world be without a good bike for a novice? Here are our winners:

Best Cowtrailer — Yamaha MX  
Best Reed Valved Racer — Yamaha YZ

Best Econo-Racer — Honda CR  
Noticing that we came up with a tie we selected more categories:

Best Handler — Honda CR  
Best Oil Injection Racer — Yamaha MX

Best Zooty Tank Strap Racer — Yamaha YZ

Phase three of our sudden death confrontation yielded these results:

Favorite Bike of Every Tester — Honda CR

Best White Racer — Yamaha MX  
Best Yellow Racer — Yamaha YZ

So there you have it. Our comparison test produced a tie. Is this where we say it's up to you, the buyer? Maybe we better go to the lap time points system:

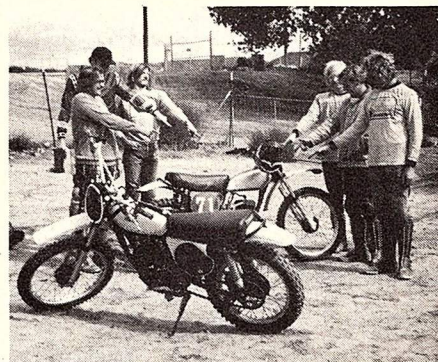
1:26 George

4:16 Chet (removed helmet for national anthem)

4:18 Len (removed helmet and gloves for national anthem)

17:16 Charlie (throttle stuck, endo'd, pushed back to pits)

This conclusively proves something.



## SUMMATION

Yamaha has indicated that they will be going to the monoshock chassis for the 1976 125s. Maybe you should wait. In the meantime, different handgrips, accessory



shocks, a Number One Products fork kit, modified rear brakes and Skyway's sixth gear pipes can make the Yamahas actually fun to ride rather than a chore. What's another \$150 for a pair of bikes that cost more than the Honda to begin with?

As far as the Elsinore is concerned, there isn't much to change on it. Jim Connolly's advice for new owners is to just ride it stock for a couple of months instead of being in a hurry to change things around. Al Wurtzel told us the 30mm Mikuni really makes them go. The Miller/Petty Baja winner had a 30 Mikuni on it. Miller mentioned the livability of the Elsinore. The engine has proven its durability over the past year. In summing up we offer what the number one plated 125 racer in District 37 had to say about the Honda: "It's the nicest working stock bike I've ever ridden." We'd have to agree, Jim.

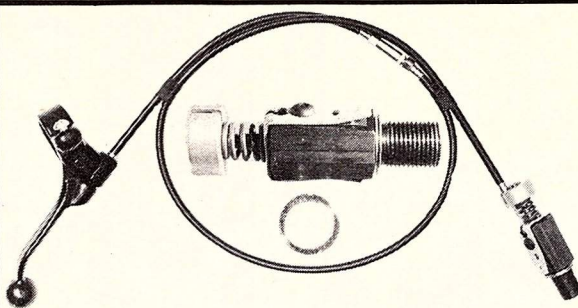


## EPILOGUE

Well, that certainly was some Wide World of Shootouts Show-down, wasn't it, George? I thought you did a brilliant play-by-play. You really showed you're a real professional when that stray bullet from Wyatt's Buntline Special pierced the shell of the Wells Fargo blimp, sending it hurtling to the ground in flames. But like the true professional that you are you kept on reporting right up the point of impact.

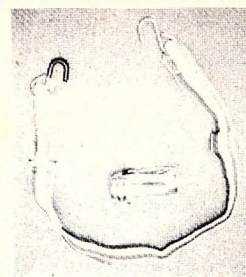
"Ohhhhh."

"Thanks for those closing words, George. Looking over the town, now I can see the residue of combat, the bent forks, broken chains and sacked shocks. There's Ike Clanton hightailing it for the border on Billy's MX. Billy won't be needing it. I can see the Earp brothers changing their fork oil. Doc Holliday is heading over to the Longbranch with Miss Oui. We'd like to thank all our technical advisors and leave you with these parting words: "Look at Tripes go! Come on, Marty!"



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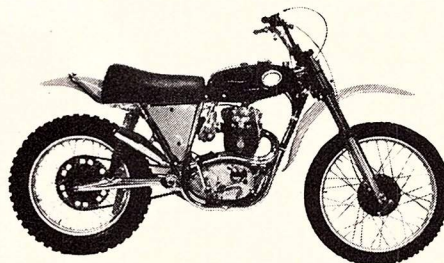
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Rich Thorwaldson is so far in front of the international class that he's not in the picture. Sorry, Richard.



World Championship machine sagging with downhill G's; World Championship rider, however, is not sagging at all.



HONDA HILLS TRANS-AMA

# DeCOSTER-1 MIKKOLA-1

But Wolsink Extracts the Series Lead  
by **CHET HEYBERGER**

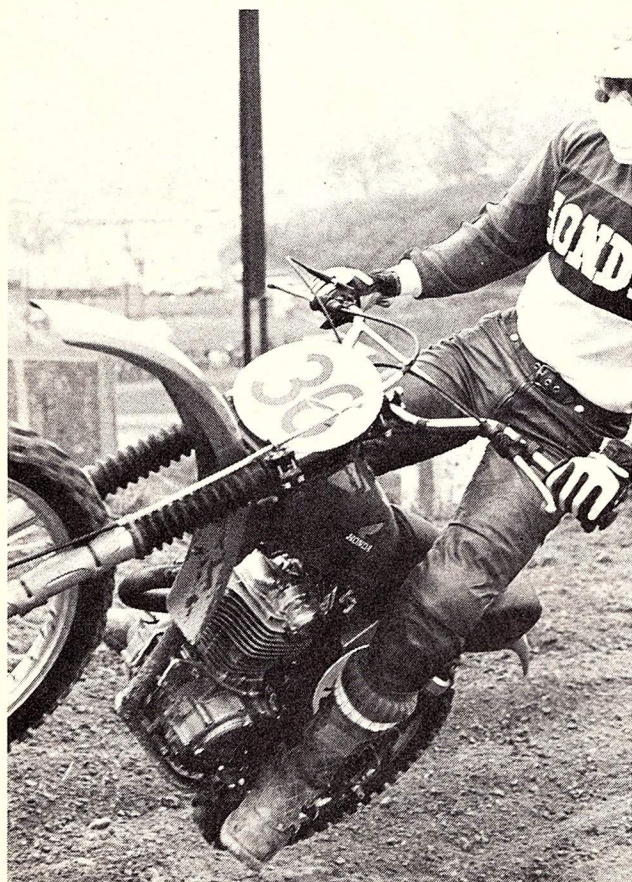
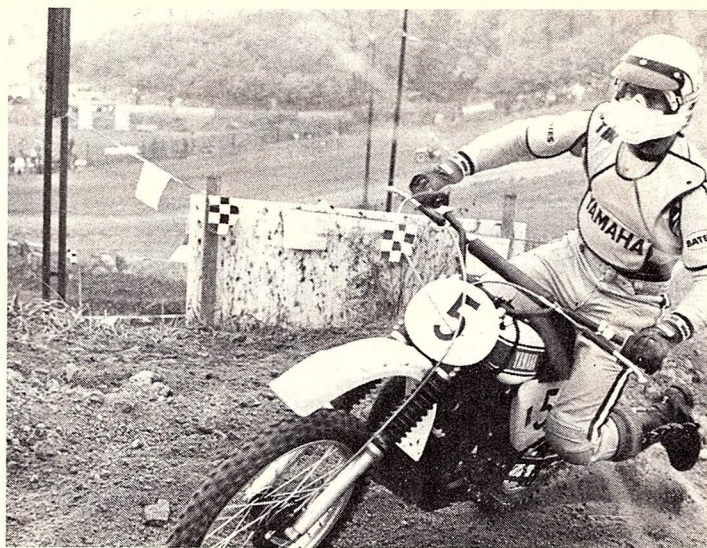
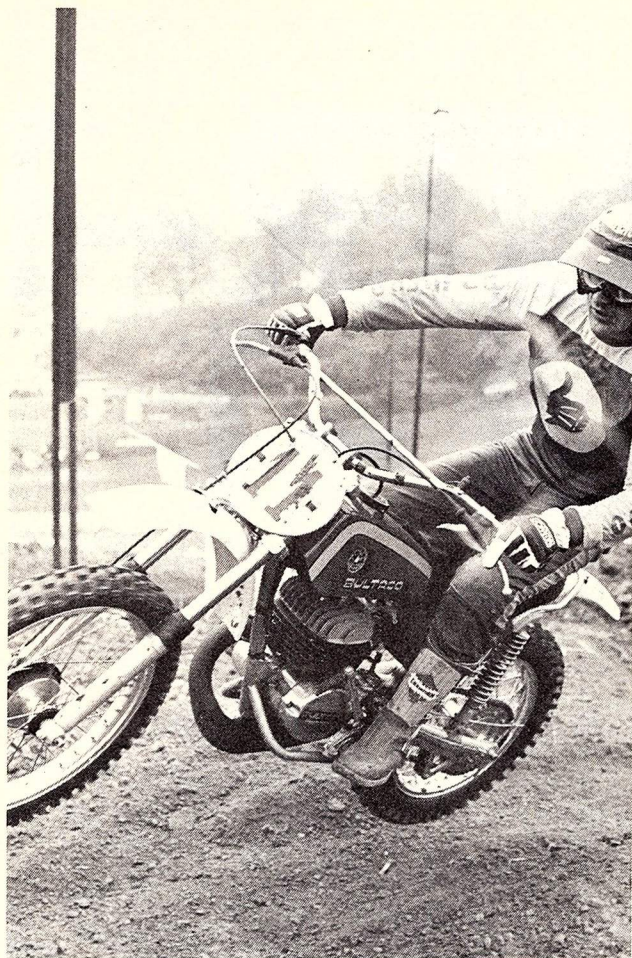


Dr. Wolsink started and finished fourth in the first moto, holding the position while others fell down, moved up and fell down again. In the next heat, he had no need to try to pass leader Weil, so he held off passing Mike Hartwig till near the end for second, second in the event, and first in the series.



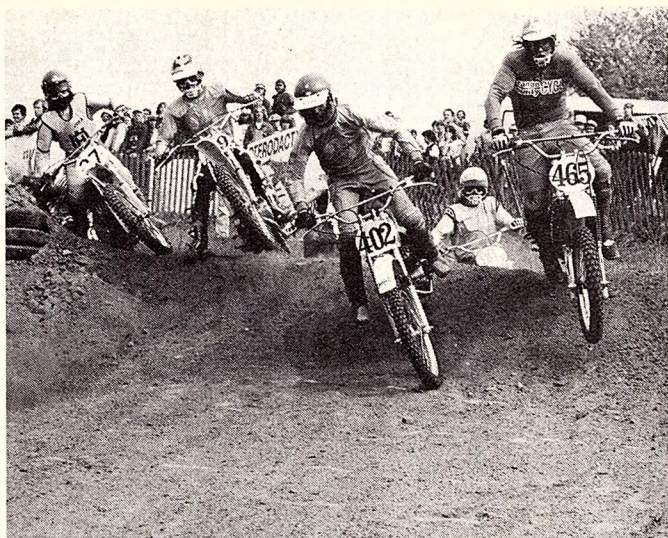
Back there somewhere Hakan Andersson and Tony DiStefano fought it out. Later Tony fell on Scotsman Vic Allen in a corner. Allen said one of them would have been enough, but both Tony and the CZ pinned him completely. Enough to move Allen back to 39th.





Honda Hills held a combination of super-quick sweepers and jumps-and-turns. Compare the styles on this corner. Aberg jumps far into it and takes the outside. Hart lands short and cuts it inside. Alphabet does it Aberg style, but with more English. Tony cuts way inside. Hammergren lands flat and steers through. And Rex berserks it. Yea, Rex.





On the first lap around, it was Kenny Zahrt, Mike Gillman, Ron Pomeroy and Kent Howerton. Only Howerton survived the entire 20 minutes without going down. Nanoseconds later, things were less clear cut; check out Terry Clark (#32) and then look at the CZs at either side of the pack in the third shot. Stacy (81) recovered enough to push Howerton later and take second overall.

#### 500 INTERNATIONAL CLASS

1 - Heikki Mikkola	HUS	(1-3)
2 - Gerrit Wolsink	SUZ	(4-2)
3 - Jim Pomeroy	BUL	(3-5)
4 - Brad Lackey	HUS	(7-4)
5 - Roger DeCoster	SUZ	(5-7)
6 - Willi Bauer	SUZ	(6-12)
7 - Rich Eierstedt	HON	(8-13)
8 - Rich Thorwaldson	SUZ	(13-10)
9 - Rex Staten	HON	(12-11)
10 - Yukio Sugio	YAM	(9-15)

#### 250 SUPPORT CLASS

1 - Kent Howerton	HUS	(1-1)
2 - Frank Stacy	CZ	(3-2)
3 - Marty Smith	HON	(2-3)
4 - Peter Lamppu	HON	(4-7)
5 - Bob Plumb	MAI	(8-5)
6 - James Studdard	YAM	(13-6)
7 - Jim Slife	MAI	(11-8)
8 - Jim Wicks	MAI	(10-11)
9 - Jim Turner	BUL	(15-9)
10 - Ken Zahrt	BUL	(21-4)



Despite some efforts to flat make it 'round the course, Pierre didn't get into the standings. In the first moto, his Yam seized momentarily and cost him a lap. Then he got involved in a pile-up during the second go-around. No luck at all at Honda Hills. Figures.



For the second event in a row, Bengt Aberg almost put it together. This time, it was a drive from way back to second, just ahead of Jim Pomeroy in the first moto. Then he pulled a good start and held onto second until he slid out on a right-hander that connected a long downhill with a short uphill.



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Rich Thorwaldson pulled the holeshot of the century when the ceremonies started. He was well into the 60-mph start sweeper when everyone else was still changing gears. He held the lead until Weil got him; held onto that spot for a while, but then he had to pull off to clean his Carerras. First time he'd ever tried them. Despite all the lost time, he placed eighth overall.







Adolf Weil gets good starts. He was out of the hole in second, took first, lost it to Mikkola, and then lost it all to a diminishing Maico in the first moto. Next time, first was his from beginning to end. No one even tried. Note the forks on that Maico.



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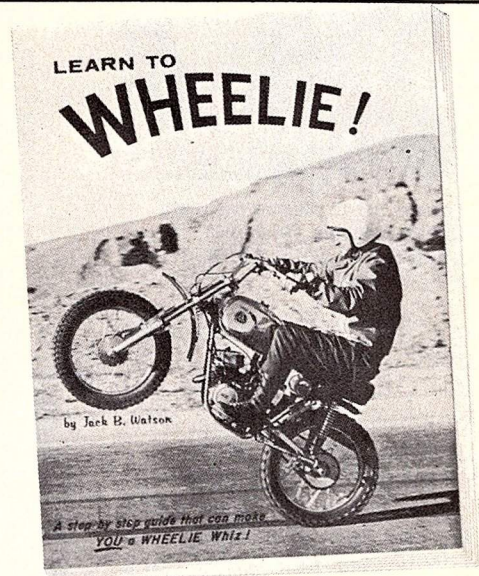
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The track features a spectacular three-jump combination; each one threw the riders higher. Real estate like that broke bikes all day. Ake went down hard. Hard enough that he drew a crowd when they realized he couldn't breathe. Torliel pulled off the course to help. Ake caught his breath so they sat it out together, and others joined them as the moto wore on.



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# SHOULDER PAD SHOOTOUT

by the Staff of DIRT BIKE

Down the straight, gas it some more. Got to go faster. Get into fifth. Here comes that left-hander. Keep the gas on longer, there's a big berm there. Jump on the brakes; downshift a couple of times. Slam it into the berm. Whupp. The front end creeps over the top of the berm; the bike falls on its side with Chet underneath. He gets up. Slowly. Looks his body over; nothing too mangled. He then looks at his



See how much more plastic the Jofa w/chest protector has. It keeps George's hair from getting bruised.

shoulder. The jersey is torn all the way through. George walks up to him: "You OK?" Chet just looks at his jersey and says: "Shoulder pads. (pause) I didn't even feel it."

Chet found out first-hand the reason shoulder pads should be worn. Ya see, Chet's kind of our staff crasher. When we want to test out a new product like unbreakable fenders, tanks, levers, bars, pedals or side panels, we just stick them on a bike and let Chet take it for a spin. If it comes back in one piece it must be good. As far as what you should wear, Chet is the guy to talk to. He can tell you what to wear for maximum protection. When Chet told the rest of the staff that we should all be wearing shoulder pads, we ran down to the nearest shop and picked up a couple of pairs.



Jofa with chest protector. Notice how it covers up the hole in George's chest. That's why he likes them. \$47.25.





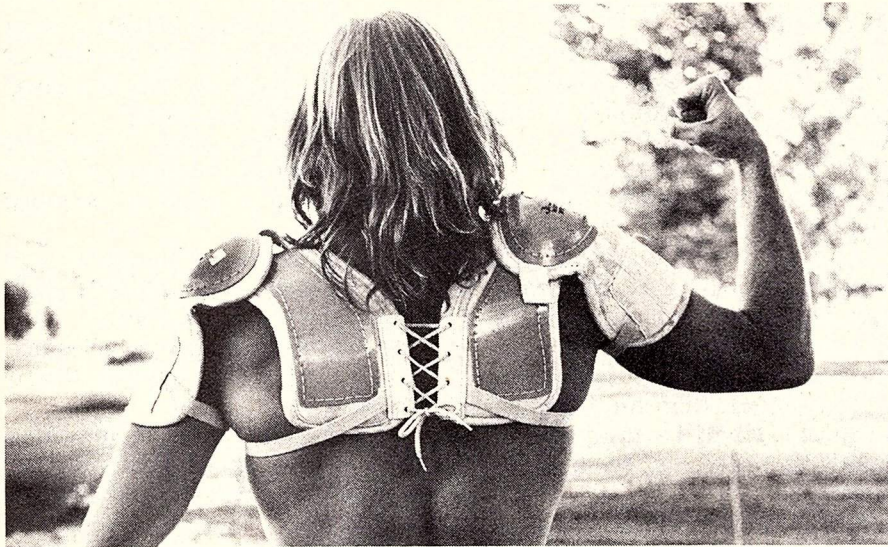
The Jofa w/o chest protector. Not as much plastic. \$42.25. Boy, does he look strange.

After we all had our pads, we started thinking of the reasons everybody else has for wearing them. The first thing we all thought of was — protection. They do give you more protection from the natural elements — like endos. They help keep your shoulders in one piece by spreading the impact over a larger area. The same principle as a helmet. With shoulder pads on, we went riding. The feeling you get when you first get on the track is, well, confidence. Yeah, confidence. When you first put a pair of the pads on, you get that same confidence as the first time you went riding with leathers on. The feeling that you can't get hurt comes over you and you start riding faster. That's good.

It's worth it. The Jofas are easy to get on and off. Just stick 'em around your neck and slip your arms in. There; wasn't that easy? To get 'em off, just grab hold and pull. They slip right over your head. The Jim Davis is a little bit more complicated. Put them on over your head and snap the straps to the snaps on the pads for the snaps on the straps. Whew. It's easier to get them off.

Are they expensive? If you don't have any money, then they are too expensive. But, if you crash hard, then you won't think they are too much. How much is your body worth?

In conclusion — we know this is the part you've been waiting for — the Jofa w/o the chest protector is



Straps that snap hold the pads onto your rippling muscles. Plastic on the back is good for you. \$18.95. From Hyland M.V., 5416 Cleon Ave., No. Hollywood, California 91601.



Stronger than an oak tree. The Jim Davis in action. The fellow in the picture should be wearing an undershirt so the pads don't get so dirty. By the way, the tree lost.



Here are the Jofa, Viking and Torsten Hallman. That's right, they're all the same thing. Hanger doesn't come with the pads. Get them from Torsten Hallman, 1490 Fayette St., El Cajon, California 92020.

The last reason we could come up with is — all the fast guys wear shoulder pads. We all know that if a few hotshoes wear something, then everybody else will just have to have it. Look at the Torsten Hallman leathers. They get all torn up after you get off just once, but the fast guys wear 'em, so . . .

The reason we hadn't tried shoulder pads before is that they looked like they might be uncomfortable. They also make you look kinda peculiar. As far as comfort goes, they might feel a little strange when you first put them on, but as soon as you start riding the strange feeling disappears. They aren't uncomfortable. You actually don't notice that you have them on. Until you crash. You might feel that they look strange, but then so does a jockstrap.

lighter than the others. The Jofa with chest protector has more plastic, more protection. The Jim Davis is priced right. But the Davis is a little bit less comfortable than the others. They also stick up a little more. We would have to suggest you get the Jofa with chest protector. Having the extra protection will save you \$17, the cost of a chest pad. Think of the Jofa as that much cheaper now.

Of course, the built-in rubs up against your neck — especially if you ride around with your head down like Heyberger does.

Next comes the Jim Davis equipment. The price makes them hard to beat.

And last is the Jofa without the chest parts; too much money for not a lot more than the Davis stuff. ☿



BENCH RACING *from page 33*  
moonlight on his velvet-covered  
Maico.

Robert Stanley  
Malibu, California

### MX FANTASY No. 3

Once upon a time there, in the land of magic, lived a young prince.

This prince was very happy, except for one thing. He was afraid of horses. All the other young princes sassed him and teased him. They rode by on their steeds and called him a lady, which in those times was very embarrassing. The poor prince was dejected. He spent his days staring at the other boys frolicking with their horses, preparing to kill dragons as was proper for all young princes to do.

One day, while on a walk to escape teasing, the boy unknowingly wandered into the forbidden hills, where magic abounded. He was scared. Suddenly, with a puff of bean-oil smoke, a magic genie appeared. The genie saw the boy's sorrow, and inquired what troubled him.

"What Greeves you, my boy? This is Sunday, and you should be at the moto!" The boy thought him rather strange, such language he had never heard. But he answered: "It is good that thou ask, kind sir; for I be distraught. The castle boys do teaseth me, for I am cowardly of horses; alas; I yearn to seek better thrills."

"So you are one of those medieval boys!" said the Genie.

"Yep, we get all ages in these here hills; me, I'm from 1973 ... ya want modern wheels eh?" And with that, he disappeared, and the boy found himself the owner of a shiny red Bultaco.

The genie had cast a spell allowing him to ride and he cruised off to the castle.

When he arrived, however, the castle was under attack by the biggest dragon ever seen. All the princes were hiding like cowards from certain death. The boys saw our prince and thought him to be killed. But with a whack of the loud handle, the boy wailed up the dragon's back, did a Knievel jump off his head, and landed safely inside the castle with an outrageous cross-up. Here he

picked up a lance, wheelied through the gates, and faced the dragon. With a burst of speed and a giant roostertail, he drove the lance through the dragon's eye, killing it instantly. He was a hero. The people cheered. His Amal gurgled.

Norman Ely  
Van Nuys, California

### SEIZE THE OPPORTUNITY

"Dirt bikers are a gullible lot."

With this as my motto, I set forth on a project to help me scrape up enough money for the down payment on a YZ.

In my garage sat the project bike: a Bultaco so cobby that Senor Bulto would be uncertain of its real identity.

My mission was to make the bike so unrideable that any true-blue biker would pay for a chance to ride it.

Of course I'd tried to sell it, but my best offer was to have some guy haul it away.

In stock form it had possibilities. It was fast and it handled rather evilly, thanks to a tweaked frame and wheels so untrue they could run for office.

It seemed that modifying the engine would magnify the handling problems, so I did just that.

Two stones and a burned-out grinder later, I had a cylinder with more port area than the Queen Mary.

I buttoned things back up, but I lost the head gasket, so I just torqued things down a tad more. A few CR points and all that rot ....

With a handy pipe I tried to dislodge some of the accumulated grunge so I could get at the air cleaner.

No luck. I had to settle for unhooking the air boot and running through some sterilized gauze. Johnson and Johnson, I believe.

Sunday came early as usual, and I loaded the thing up with \$\$ signs in my bloodshot eyes. I arrived at the local hotspot later than expected, and a lot of people were there already.

I gassed up, but starting the sucker proved difficult. A friendly Bul freak came to my rescue and suggested push starting.

Running as fast as he could, he stomped it in gear, and guess wot? Yep, it started and he pulled the longest sidesaddle wheelie in biking history.

A strategically placed bush halted the madness. When the dust cleared, the guy was just sitting there with a pained look on his face.

Knowing this would attract the attention of every squid for miles, I said, "Five bucks sez no one here has rocks enough to ride this bike."

The poor Bul freak just limped humbly back to his van and the crowd disbanded, but before long a line of "customers" appeared on the horizon.

A Superbowl-sized crowd gathered to view the lunacy. Most riders either got off or gave up before running through the gears, so the line kept moving.

There were more "Crash and Burns" that afternoon than DIRT BIKE could print in a thousand years.

Things were going great until some wise-guy bet me \$50 that I couldn't ride my own bike.

"Preposterous!" I boomed, fighting back my inborn yellow streak.

Wasting no time, I mounted. After a few silent Hail Marys, I wound the sucker up and dropped the hammer.

The rear end did a 90-degree job as I did some fancy sideways acceleration. Fighting off a highside, I shifted to third and caught traction.

Immediately the bike hurtled off in a most unintended direction in a vertical wheelstand, scattering dazzled spectators.

Shifting to fifth brought my speed slightly below Mach 2, but at least I was in control. I was really honking my way to fame, fortune and 50 bucks when Lady Luck flipped me the bird; I hung a ring. At ten thousand rpm. Full throttle.

I came to three days later to find my bod taped together in various places.

That Sunday I netted over \$550 in clear profit and a hospital bill for \$670.

Damn, damn, hell, shucks and gee whiz.

Bob Davids

Albuquerque, New Mexico



**HOLESHOT** *Cont'd. from page 26*  
 school bike. On most motocross courses you'll even see a street/dirt bike or 20, with lights and such stripped off.

Can't ride trials with your good ol' Honda 350.

Not very many people have the bucks to sink close to a grand into a single-purpose machine, that's totally and absolutely useless except for crossing large buildings at a single bound.

Finally, there's one semi-subtle objection:

Americans, as a nation, are not particularly subtle. We'll yawn at the complexity of Honda's (somewhat abortive) H-16 Grand Prix racer, and bug our eyes at a churning blown/injected Chrysler V-8 on a rail.

Fine wines aren't nearly as popular as Annie Green Springs or Boones Farm.

Grand Funk sells more albums than Pierre Henry.

Redd Foxx gets more money for his comedy than the Firesign Theatre.

Not that that's bad.

It's just that we don't have much of an appreciation for the more

delicate things.

"Wowee, looka Karsmakers. He must'a been in the air for 60 feet off that jump."

"Yeah. Wowee."

"Look at Mick Andrews, crossing that brook with one wheel in the air, reading News of the World, on a sheep. Didn't even mess up his funny hat."

"Uh."

All of our competition is dedicated to the single-minded pursuit of speed over all else.

Adolf Weil's very exotic 250 Maico wouldn't attract near as much attention at a track as a box-stock 501.

And so it goes.

So, now all of a sudden, we're being asked to appreciate — not only appreciate but participate in — a sport where a foot momentarily touching the ground is a complete tragedy?

When we can hop down to the local motocross track and see some fool endo 16 times?

Or watch a skilled, professional racer ride at .02 mph over a tall tree when we can see 17 riders try for a turn good for three bikes — all at the same time?

*Continued*

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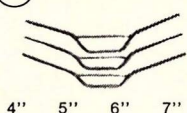


## The Cycle House

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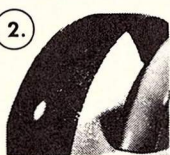
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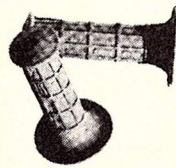
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Not very likely.

Trials riding will continue to be a very small sport. The people in it are the riders who have learned the virtues of extreme skill, subtlety, and grace.

The rest of us will probably be finding an interest in goldfish-swallowing, VW-stuffing or Monday Night Football.

## WRENCH *Cont'd. from page 54*

worry; he'll have the problem solved before sign-up tomorrow.

And in between the rides, Jimmy goes to his mechanic and says things like, "Jim, which bike should I use? Do I look good on this one? Better than the National bike?"

Later I tell Jimmy that the weather report says rain. "You're going to win; it'll be slippery and snotty, like Houston last year." He says, "I could with the National bike; you've got to have confidence. But they want me to run this GP bike. I have to have confidence too, in their bikes."

On the way back Torliel runs Christer and the Rdyer van off the road. "When in America, I have diplomatic driver's license."

That night, Christer and Stig and Lars and Jim Felt sit up late with the Japanese engineers to puzzle out the ignition timing of the new bikes. Contradictory ideas arise across the language barrier.

I spend a little time wondering about the rider/mechanic relationship.

Part of it is working on the bike, but a good 80 percent of it is psychological. Making the rider feel confident that his bike will finish. Like when Jimmy tells me that his bike is lean, and I take a plug reading and it's perfect. I still go up on the jetting. It'll still finish, and it makes him feel better.

Also things like suspension . . . Jimmy will want me to change the forks — and even though I'm not riding the bike, I can see what works. I've been around bikes long enough; I can see what's working on the bumps. I can recommend the suspension for a particular track and even though mine might feel better, it's his preference that counts.

It makes him feel better when I go along with what he says.

Sometimes you have to go against your better judgment — just to make him happy. Keeping the rider happy

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is about 80 percent of the job.

Actually I think that most  
mechanics work more for the  
company than for the rider. But I  
work for Kawasaki *and* for Jimmy. I  
don't work all these days each week  
for Kawasaki, I do it for Jimmy,  
because I care about him, his racing,  
his reputation. For instance, people  
laugh because I safety-wire every-  
thing, but I do that so that nothing  
on his bike falls off.

Getting down to the actual facts  
of the relationship is more than the  
participants can describe. Too close  
probably, so I also asked Tim Smith,  
Kawasaki's Racing Manager, about  
the way it's supposed to work and  
what qualities the factories look for  
in a factory wrench.

Generally, it's a cooperative effort.  
The rider and the mechanic must get  
along. They have to be able to work  
together. As a team within a team.

In actuality, the hardest thing to  
find is a good race mechanic. When  
they're young and loose and free to  
travel, they don't have enough  
experience. When they're savvy like  
Ed Schiedler, Walt Axthelm or John  
Bridges, they're tied down —  
married — children — they don't  
want to travel. They want to work  
nine to five, for a shop, or for their  
own shop. They can make more  
money that way.

So it gets to be that the one-to-one  
relationship between rider and  
mechanic is hard to find. The ideal  
mechanic should know how the  
rider thinks. Both should know the  
machines and each other.

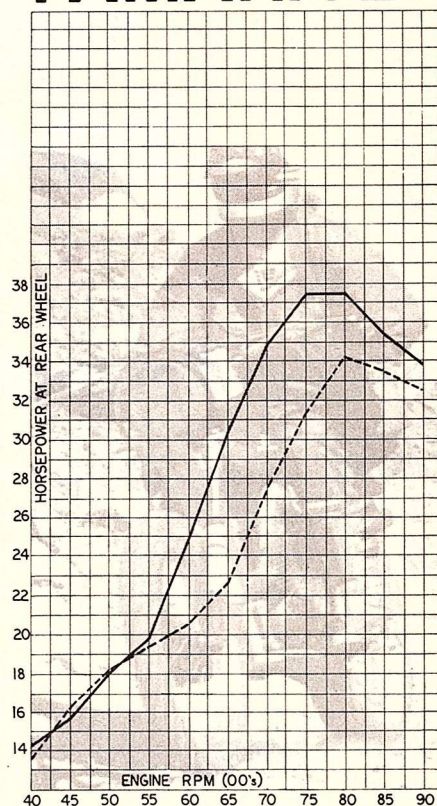
When I look at people I might hire  
to be factory mechanics, usually it's  
somebody that's done a lot of work  
on his own, or worked in a shop with  
or under some good guys. What we  
usually get is a young guy with three  
to four years experience and then  
they pick up the rest on the road with  
us. Hopefully there's an older guy  
like Walt around to help them.

I look for somebody who's savvy,  
easygoing, inventive, flexible, and  
with a lot of initiative. That applies  
to good R&D types too. But parts-  
changers who are neat, good, clean  
and careful will get you by — if you  
have well-designed bikes and lots of  
parts. That isn't the case usually.

I look everywhere for these guys;  
sometimes they're in-company. You  
never can tell. The guy who works

Cont'd. on page 92

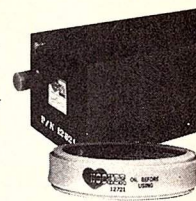
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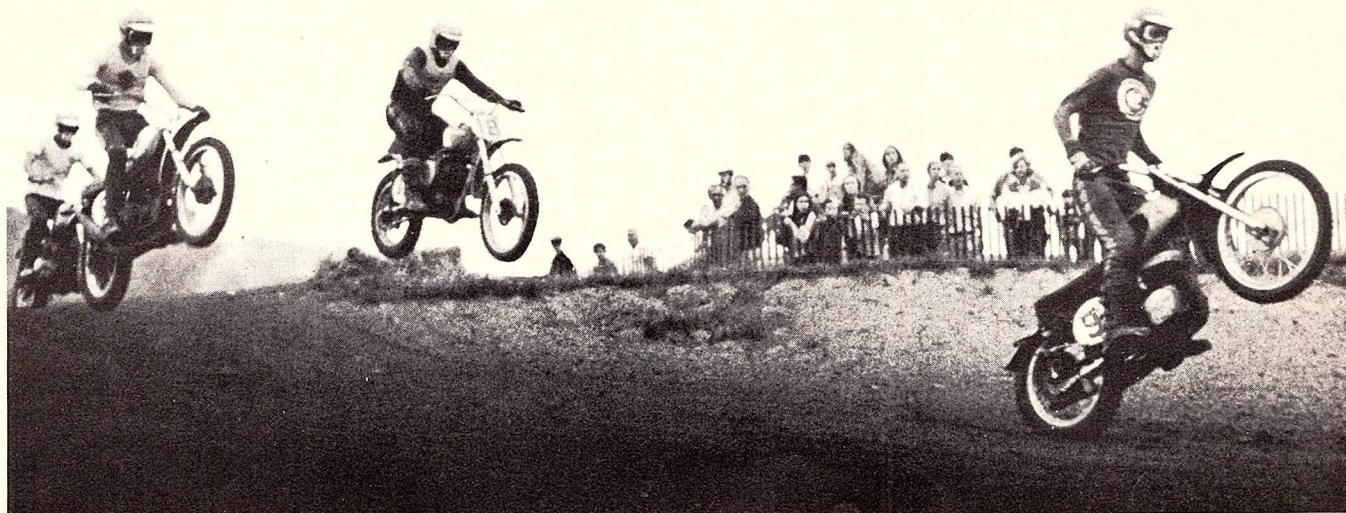
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**CHECKPOINT** *Cont'd. from page 4*  
on the island's motorcycle scene.

There had been only a few motorcycle events on the island at the time. One enduro — which he won. An observed trials or two — that he apparently judged, because he'd won trophies there too. And now, fresh from a victory in the first Puerto Rico/California Challenge Trail Ride, he was using me to get himself his first MX trophy.

Incredible as it sounds, there was nothing I could do about it. Not only was my health ebbing, but my mental resistance was being sapped by an insidious psychological campaign. I was living at his house, eating his food, being forced to drink his beer (all the water was turned off at the mains), and his kids would come up and say, "Gosh, Sr. Heyberger, do you realize how much it'll mean to Daddy if he wins the motocross this Sunday? (Pause.) By the way, would you like me to get you another beer?" And then Trudy, his wife, would stop by the poolside where I was shackled in the sun, next to the ice chest full of Corona, and tell me, "You don't know how much we enjoy having you here, Chet. You'll be sure to get a picture of Glenn winning the motocross, won't you? You know how much it'll mean to him. Can I get you another rum and coke? Or a beer? Hot today, isn't it?"

How much can a man take?

Finally, it was the night before the event. An enormous party was going on. They were all in on it. Everyone there kept getting me another beer. It lasted until about nine in the morning when it was time to go to the track.

Everything got loaded into the truck until it was full. Then the cab got packed. Next to the last thing in was another case of cold beer. Last thing was me. Then he closed all the windows and turned on the heat in the truck. I suffered terribly on the way to the track. But by the time we got there, I didn't care.

Once there, however, the plot thickened.

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promoter on down.

First they tried to tell me I had to race the expert class because I was from California. I pointed out that I'd lived there less than a year. Then they said I had to race the expert class because the bike they'd provided for me was a real motocrosser, banned in the Puerto Rican novice class. I said that there was no way to construe a 1970 125cc Bultaco that had no transmission as a real motocrosser. Finally they said I had to race expert because I had leathers. I showed them the holes in my leathers and finally demonstrated my inexpertise by showing everyone all the bruises on my legs from the trail ride.

That convinced them. I'd actually scored a point against Patron. Now he and I were in the same class. His sure-thing trophy was in danger.

So he brought up reinforcements. A bunch of women who wanted to meet me. They all had cold cans of beer to give me as presents.

It looked bad for a while. Especially when I missed practice. Because the entire government of Puerto Rico showed up at the track. They brought rum.

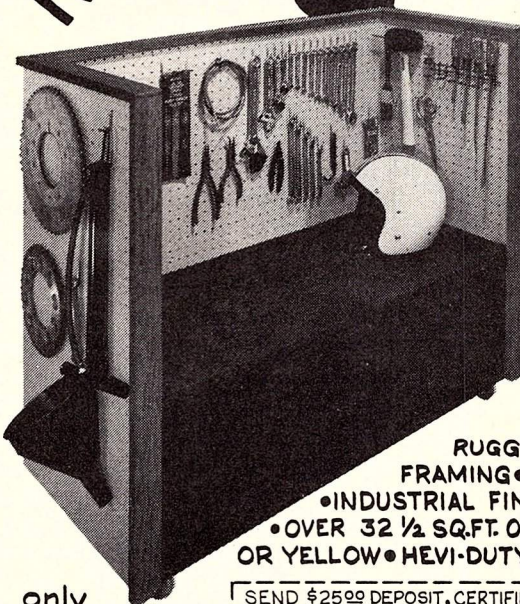
The first race off was the novice class. Down there, any kind of bike, any size, any condition, is eligible. There's only one requirement for entering the novice class: no shame.

I had none.

My bike was on the line. Several friendly people helped me get it started. A young lady waited by my side with an iced can of beer, complete with straw, so that I could take a sip, even through the full coverage helmet. I think she was being paid by Patron.

The rubber band snapped. We were off. I was about fifth into the

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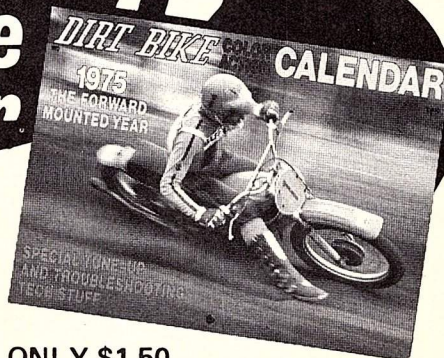
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first turn, and rapidly falling behind. People passed me, and I actually passed some — most of them laying down crashed. Suddenly it was all over. Patron had won. I came in two minutes later — in second place, mostly because everyone else in between had fallen down.

Between the novice motos, I took pictures. One of the 125 experts was sharing my Bultaco, but he placed last because it wouldn't shift. Funny; I hadn't noticed at all.

At the next start, I noticed. I couldn't get second at all. I went around the first lap dead last. By the end, I'd worked my way up some, but the field was considerably diminished. The long course and a complete disregard for preparation extracted a toll from the novices. Even Patron was forced to sit out a lap fixing a derailed chain. Besides that, there was only one other bright spot in that moto. A 250 Honda had zapped me on a downhill, but I hung in there right behind him, and sure enough, he missed a berm completely and I got by.

When the scores were totalled, there was a three-way tie for first

*Cont'd. on page 84*

## TUNNEL VISION

*Cont'd. from page 19*

selection and he came out rather strongly for a revamping, going for the best six riders regardless of what bikes they ride or even strictly following qualifier point totals. He suggested a team for Trophy competition: Carl Cranke, Billy Uhl, Jack and Tom Penton, Dick Burleson and himself. Only three of those six rode on this year's Trophy Team. In a published interview Bill Uhl suggested seven riders for consideration: Cranke, Smith, Lars Larsson, Dane Leimbach, Ben Bower, Jack Penton and himself. What it all means is the current system makes about as much sense as the Oakland A's benching Reggie Jackson, Sal Bando, Catfish Hunter and Rollie Fingers for the World Series because they don't wear Adidas.

If everyone who rode a dirt bike sent the AMA a quarter for the ISDT they sure would have a lot of money and maybe guys like Billy Uhl and Malcolm Smith and national enduro champion Dick Burleson could get to ride (or at least have a shot at riding) on the Trophy Team. What's a quarter?

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**CHECKPOINT** *Cont'd. from page 82*

place. And I was one of them. Patron was one point behind, so he could still win, but only with a first. I was elated. Had a couple of beers to celebrate.

Between motos the owner of the Bul was telling me that the hot setup was to start in second. With no shift to blow, I'd get to the corner first.

I thought about it and thought about it. What if this thing bogs? Then I'd really be in trouble. I decided to cheat. After all, why shouldn't the co-captain of the Infamous Chicklets Family Enduro Team cheat? The ICFET was famous for cheating.

What I did was take a practice start in second before they could set up the rubber band. It bogged and stalled.

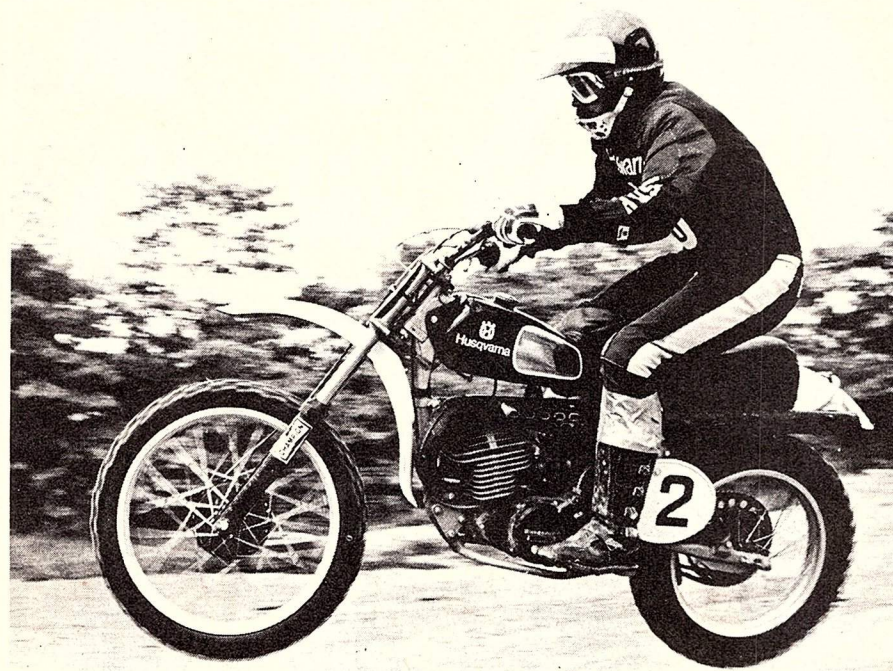
Now I knew. So I started in first, got to the corner fourth, used a guy for a berm, tucked in on the second corner and followed Patron around for a lap.

Second wasn't good enough, so I looked hard. On a short off-camber straight, I took a chance. I went up, around Patron, and let the rear wheel drift down into his front wheel. It took him a while to recover.

I berserked it from there. Led every lap from then on. Even took my left hand off the bars in the middle of the spectator corner to give them a peace sign. Almost lost it too.

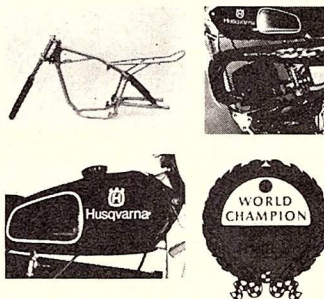
On the last lap, that Honda went by me. I almost gave up. But I remembered that I'd pushed him before and he'd crashed. So I pushed again. He did. I rode over his bike. Gleefully.

First in the moto, and first overall. Awright!



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What I didn't know was that Patron had snapped a footpeg off his 350 Kaw trying to follow me over the jumps. Once that happened, he realized that his game was up. So he started going slower and slower, keeping everyone behind him. On one of the berms someone hit him and fell off, but the bike stayed hooked on Glenn's Kawasaki. Eventually that made him crash. At that point he picked up the extra bike and threw it in front of the third place rider. That made him crash. And then he stacked all the crashed bikes up on a jump. But the Honda rider got by. That's how I led all that time.

After the event, Glenn poured rum on my head, but he never offered me another beer. He was smiling kinda funny too.

When I found out what had been going on back there, I made Patron a charter member of the ICFET on the spot. I felt he deserved it.

That's the true story of how I did it. By cheating. Still counts though. I have the trophy to prove it. \*

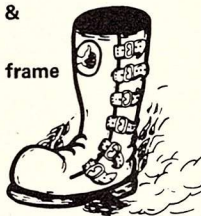
**EXPERT** *Cont'd. from page 9*  
*your first race, get blown off on the starting line; last man into the first turn. That's the way it was with me in my first race. My riding skills would not compensate for the lack of horsepower. So the next thing was, back to the garage to figure out how to make this turkey go faster. Well, one thing, how does an internal combustion, reciprocating piston engine work? If you really want to make that thing go fast, go grab a book on how internal combustion engines work and speed tuning. Read it over until you understand it. It'll talk about things like bigger ports, a larger carburetor, milling*  
*Cont'd. on page 89*

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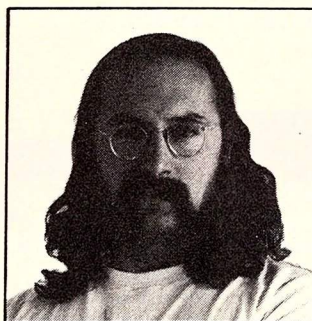
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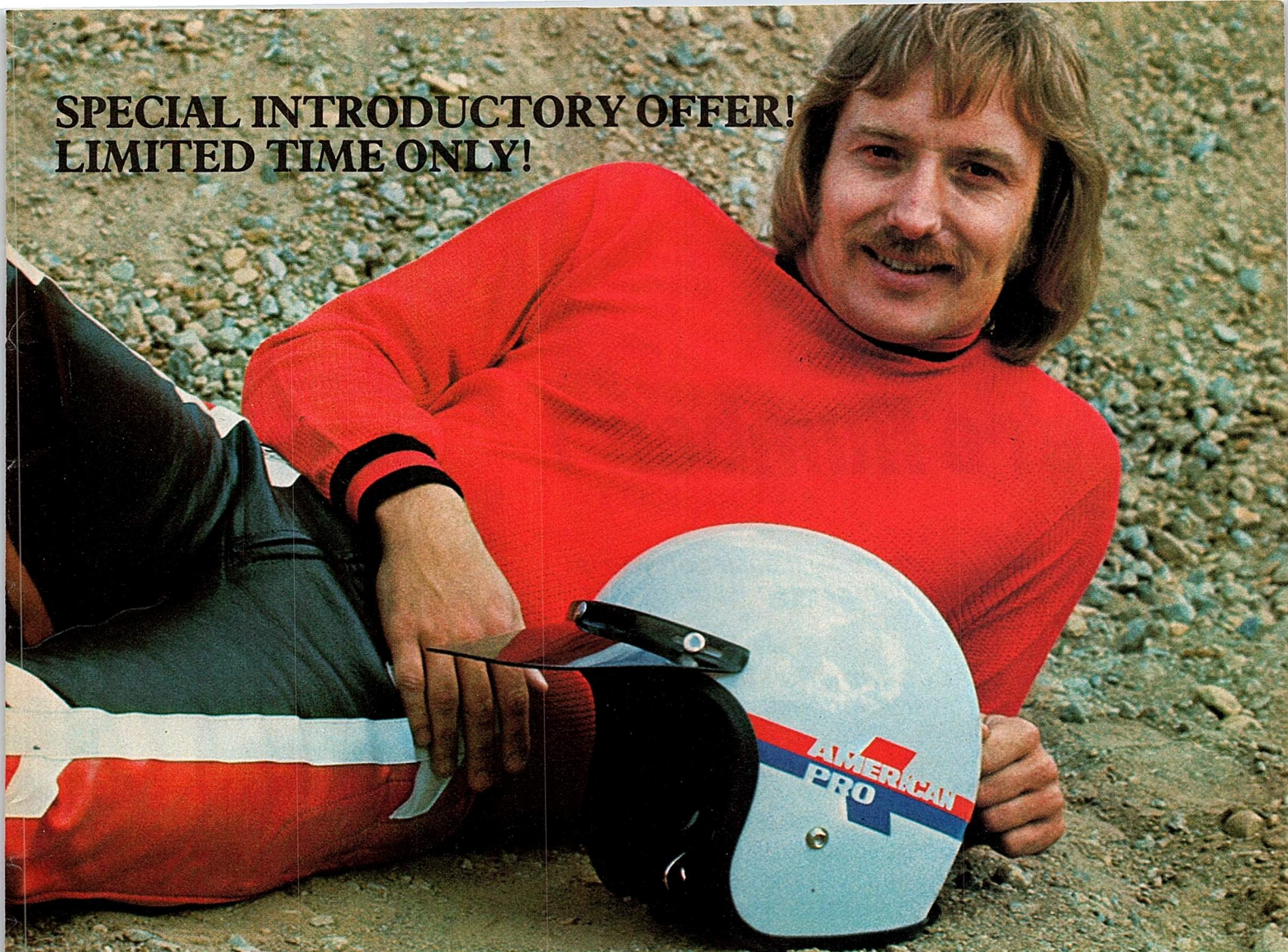
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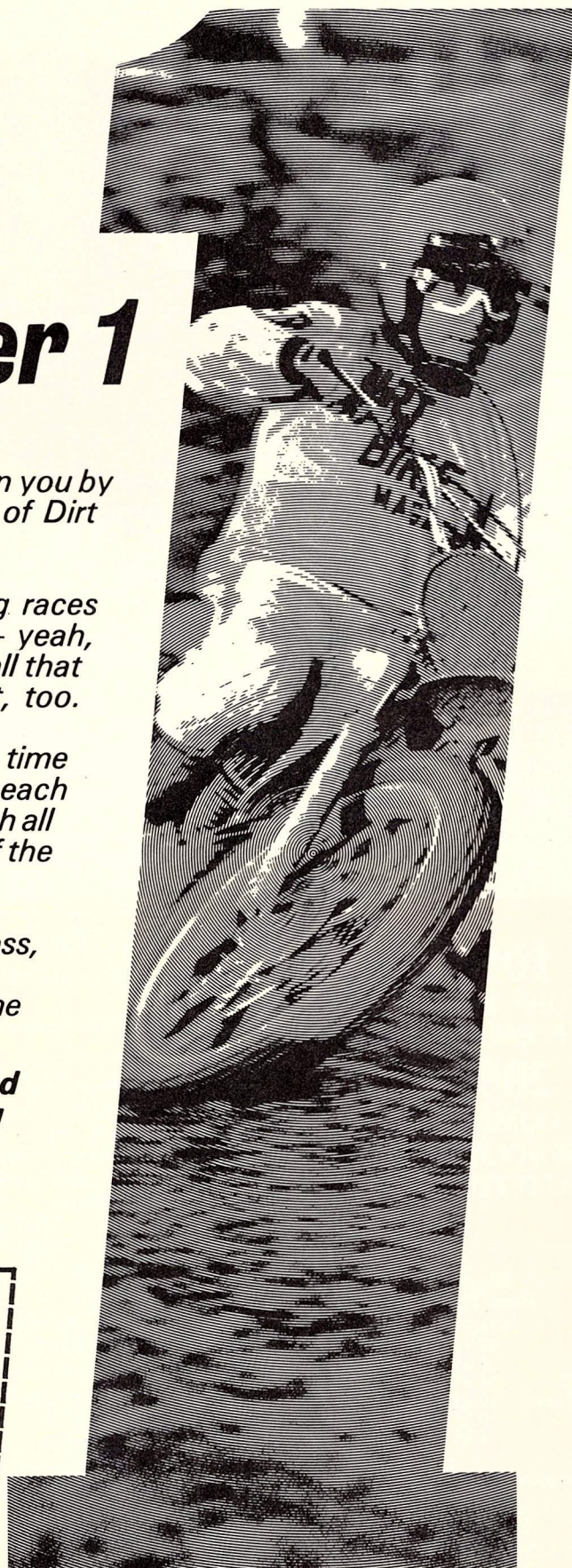
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## EXPERT *Cont'd. from page 85*

*the head, etc. How do you do that? How do you mill a cylinder head? Well, get a hold of your shop teacher at school and he will explain how to use a lathe or milling machine to spin it down. How much do you take off? Well, it depends on what compression ratio you want. So you go through your speed tuning book again and they give you a formula — a mathematical formula of how to compute compression ratio as a function of swept volume. So you need to know a little bit about math to rat through this formula to come up with some numbers. So you pick a number, 10 to 1, 12 to 1, run it through your formula — which you learned how to operate in your math class — and get the numbers of how much you want to take off. Then you've got to beat it down to the machine shop and figure out how to run a lathe or mill to remove this given amount of material. Now you've developed a little bit of skill in operating a piece of machinery, as well as the mechanical knowledge to disassemble the motorcycle in the first place and reassemble it properly. The same thing is true with putting on a bigger carburetor. You need to machine a special adapter manifold. When you are going to school and taking a shop class is the ideal time to do it. Again, there are formulas on diameter versus volume. There are a number of good books out on calculation of the additional volume that a larger carburetor will permit. You need a different expansion chamber for the bike. Modify your existing one! How do you do that?*

*Cont'd. on page 91*

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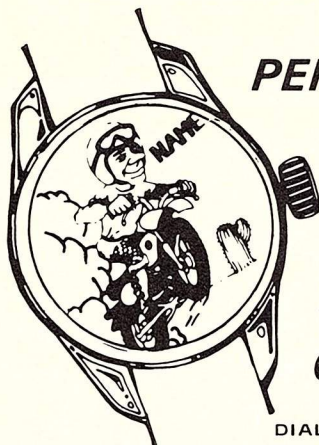
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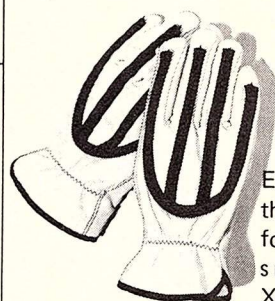
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## EXPERT *Cont'd. from page 89*

You have to know a little bit about sheetmetal and bending and forming. Once you have done that, you have to weld it back together. So you are going to learn some welding skills as well. All this is required just to make your motorcycle go faster, and that is a never-ending process. You will continue to work toward better performance from your motorcycle. Even if you are a winner, the guy in second place is pushing harder to catch up each week, and if you are going to stay in front you gotta make your bike go a little bit faster each week. Then, of course, you also have the race course, the analysis of the turns and your tracking around the course, the tires you use, the gearing, and the suspension. All of those are separate areas that take time, and the more knowledge you generate, the better your performance will be. So let's tally this up. A kid who started racing motocross when he was in junior high school and had to prepare his own bike and make it better will have learned, at the end of five years, not only the benefits of competition and doing something better than the man next to him did (which is an important lesson to learn in all facets of life), but he has learned quite a bit about internal combustion engines and how they operate. He has learned how to design and modify different components of his machine. He has learned machining; what a lathe is, what a milling machine is, how they can be used to make different parts on the motorcycle. He has learned welding, arc welding and gas welding, since both of those types are utilized in the production of every motorcycle. He has learned to be a skilled mechanic, because if he wasn't, his machine would probably not have performed well enough for him to win, at least occasionally. He had to learn the physics and the mathematics involved in making these modifications as well as in maintaining the machine. In summary, you can benefit yourself with a whole myriad of things. You might mention a few of these things to your folks. Maybe it will help them change their opinion. The image of Marlon Brando and the Hell's Angels represents a long-lost misconception of what the average motorcyclist does with his time and efforts. ❁

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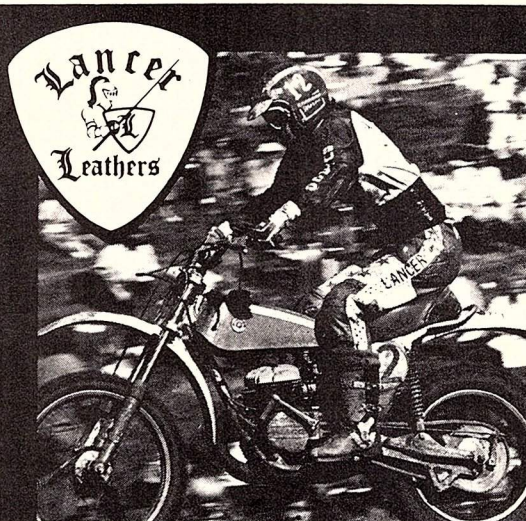
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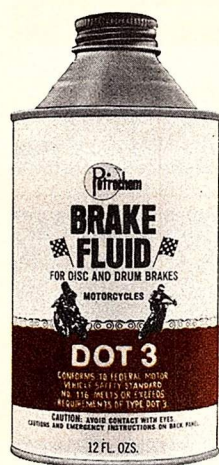
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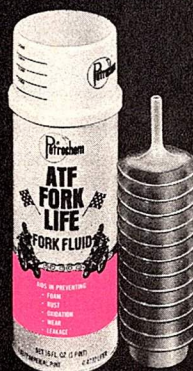
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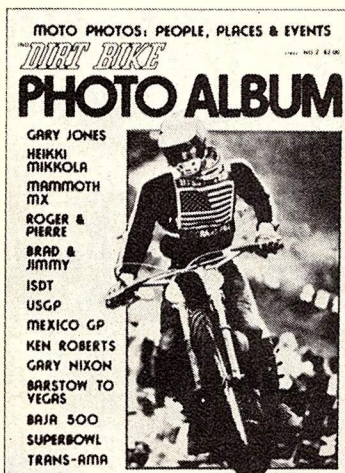
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# 1975 DIRT BIKE PHOTO ALBUM



The photographs are drawn from the National MX circuit and the European Grand Prix (Gary Jones, Heikki Mikkola, Jimmy Weinert, Roger DeCoster and Brad Lackey are some of the names featured); from Southern California desert races and the international Baja 500; from the enduros and ISDT, from local competitions held as far away as Mexico & New York; and from the Grand National Skiddin Trail (with stars like Gary Nixon and Kenny Roberts).

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leave for the motel near the track.

On the way there, I ask about Jim's goals, in general, and from this job.

\* \* \*

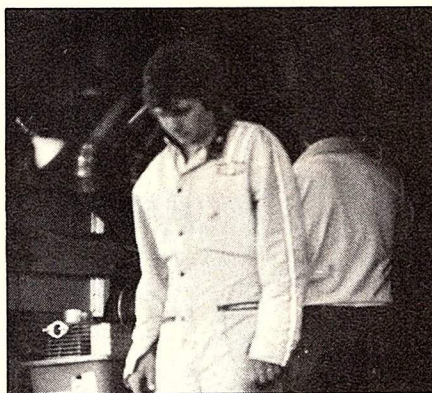
I'd like to get the Golden Wrench; it's an award the American Motorcycle Association gives in January every year. Last year Bill Bushca got it for the work he did for Pierre Karsmakers. It's hard to get it; it's for everything, for flattrack and road racing, not just for motocross.

And I want a nine to five job so that I can ride more often. I'm only working to save money to get my shoulders fixed — my doctor said it would cost \$1500 each. I guess I've got it now.

Then I want to be the 125 World Champion. That's my big goal. Now I have the money, so I guess it would be a good time to do it. I used to ride with McDougal, Bower, and those guys. I used to be able to beat them — that doesn't mean anything, some weeks they'd beat me. But not anymore. For sure they'd lap me in the first three laps.

If my shoulders were right, it'd take four months for them to heal after the operation and it would take me another four months to get back in shape. Then *possibly* I'd be competitive in the 125 class. But I'm going to try; there's no doubt about that.

\* \* \*

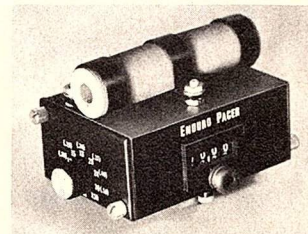


Sunday is the Honda Hills Trans-AMA. In practice, Jimmy's bike blows second gear right out of the cases, so Jim switches motors. During the first moto, Jimmy gets a bad start, comes out in the middle of the pack, and finishes complaining about not enough power. In the second moto, they use the rocket cylinder that Jim built for the national races. This time the chain comes apart.

That night I leave for home; Jim leaves for Atlanta. I don't envy him. I know that now.

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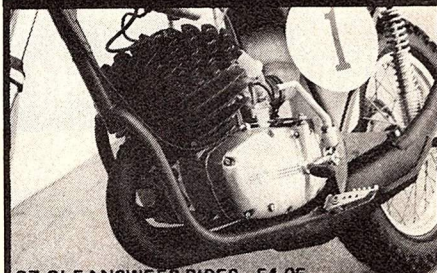


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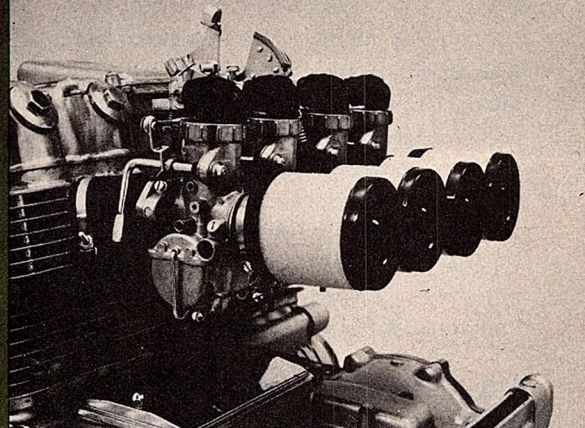
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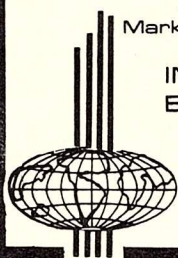


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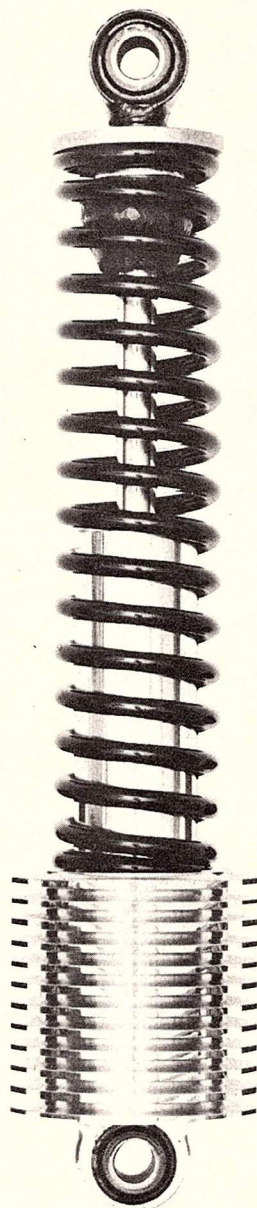
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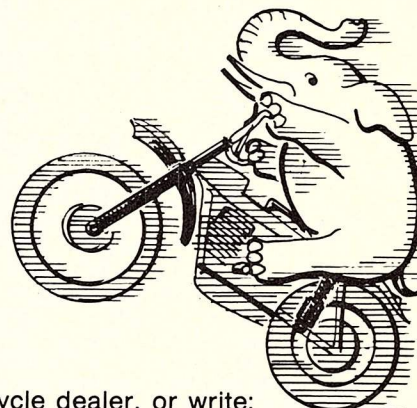
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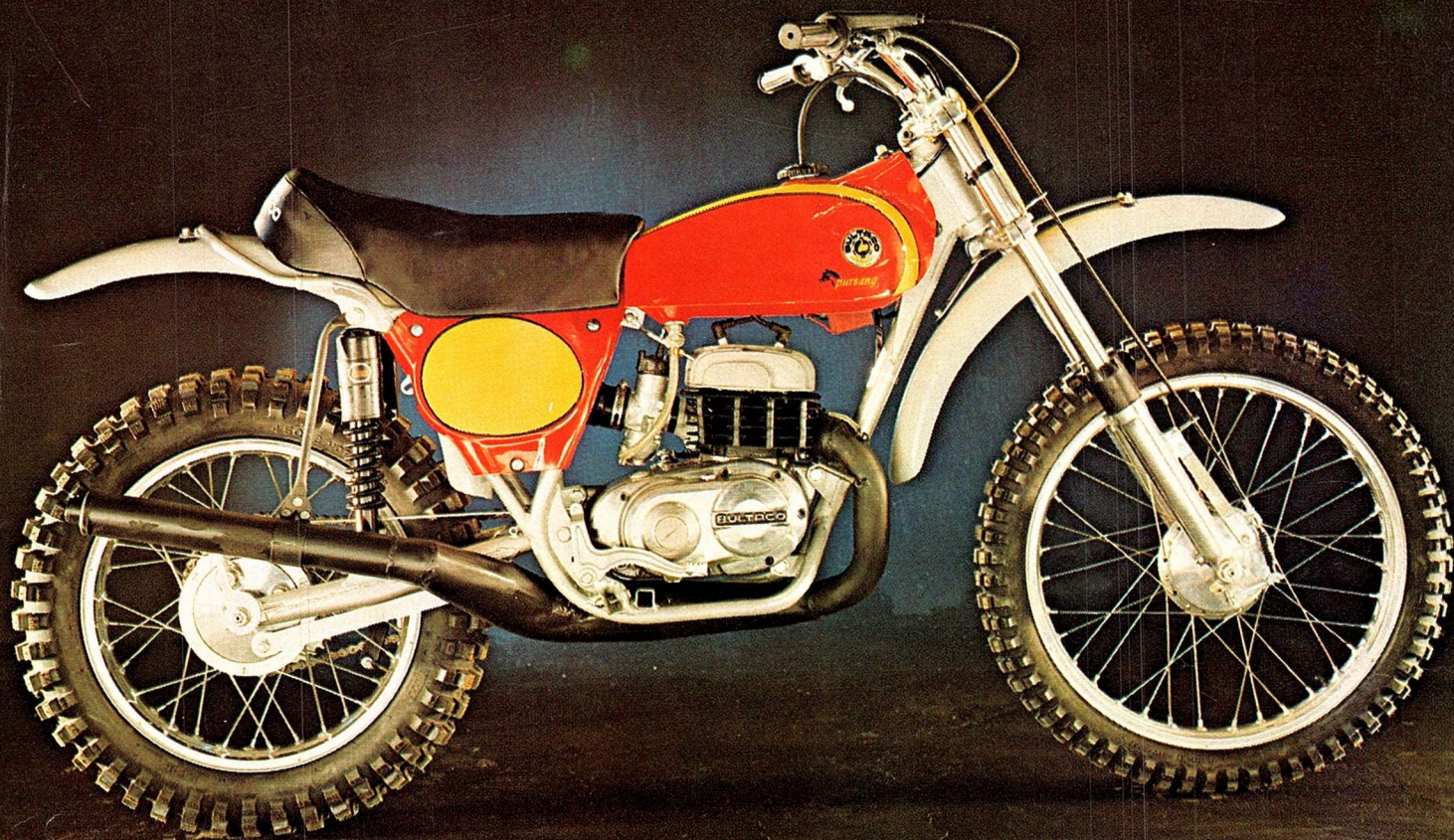


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**MT-100**



**ML-100**

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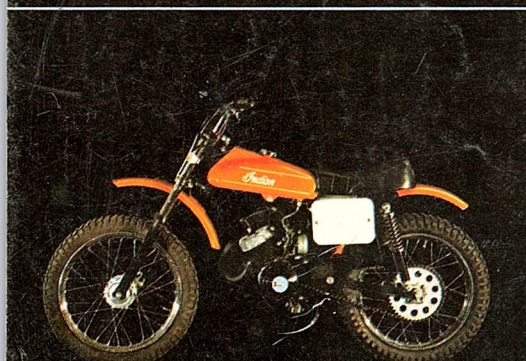
**MX-76**



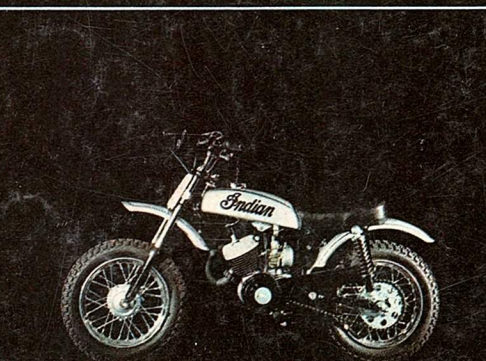
**MX-74**



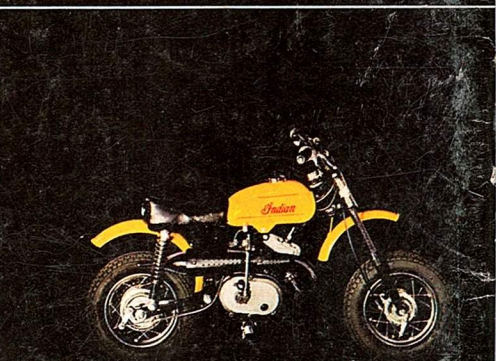
**JX-50**



**JC-5A**



**M5-A**



**MM-5A**